



## ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2003-04

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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 2003-04* was prepared by Kimberly Vachal and Tamara VanWechel, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Grain Dealers Association, the North Dakota Wheat Commission, and the North Dakota Public Service Commission in compiling this report.

The objective of this report is to provide a benchmark for elevator managers in assessing performance, and supply a source for recognizing trends in the characteristics of North Dakota elevators. This report and the statistics mailed to individual elevators are presented as a source of information for elevator managers and those interested in the North Dakota grain industry. Continuation of the report as an annual project will be considered based on public response.

## Source of Data

The distribution and shipment data in this report was developed from the Public Service Commission reports that require elevators to report monthly movements of grains and oilseeds by truck and rail. The storage capacities reported to the ND PSC were used to calculate the turnover ratios. **2003-04 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 2003 to June 2004.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola, and corn.

## Organization of the Report

Five groups of data will be presented in this report: (1) individual elevator performance (e.g. turnover) and distribution information (due to confidentiality agreements, each elevator receives individual data on only its own activities), (2) storage capacity, volume handled, and turnover ratios by elevator size and for each crop reporting district, (3) elevator distribution and modal choice for the state, (4) destination information for each of the state's nine crop reporting districts and each of the commodities, (5) modal selection for each of the crop reporting districts and for each commodity marketed. Elevator managers will be able to compare their performance to that of similar elevators (e.g. size and location).

## Definition of Elevator Summary Variables

---

**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.

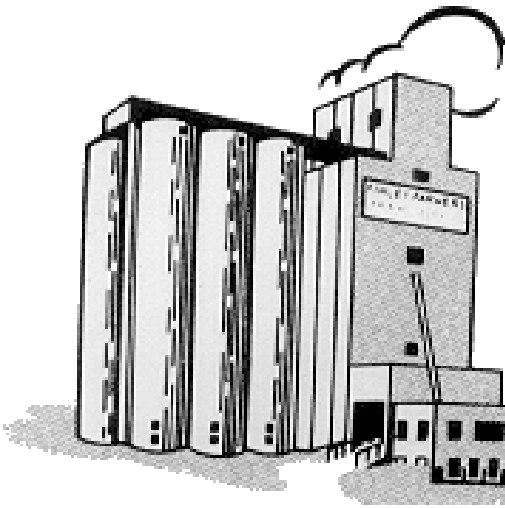
### Mode for Grain & Oilseed Shipments by Rail:

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, 2003-04

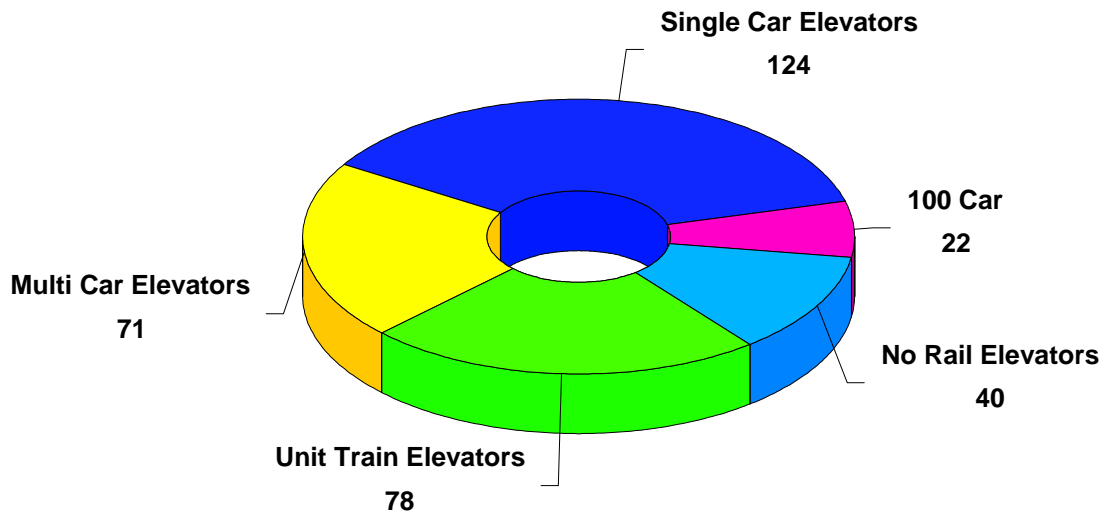
Storage: 222,092 Thousand Bu.

Grain Shipped to End User: 618,193 Thousand Bu.

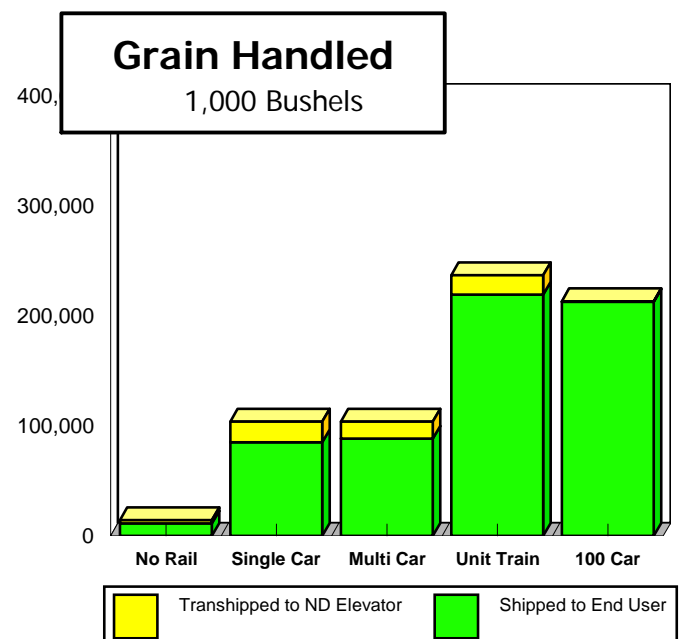
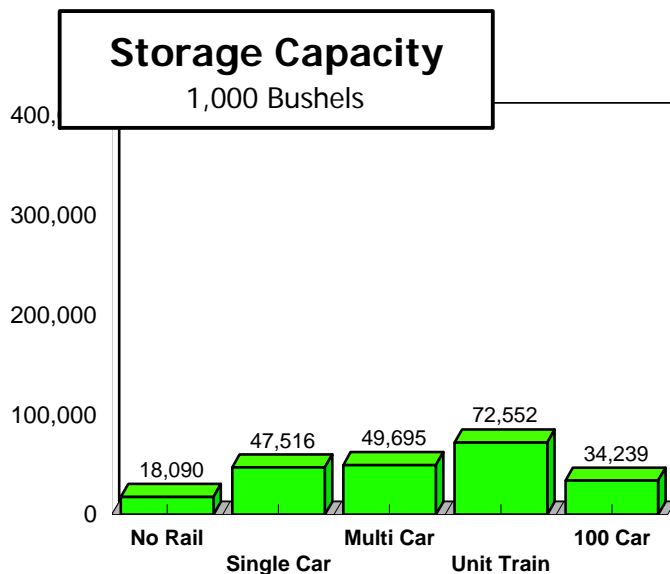
Grain Transhipped to ND Elevator: 55,259 Thousand Bu.

Average Turnover: 5.9

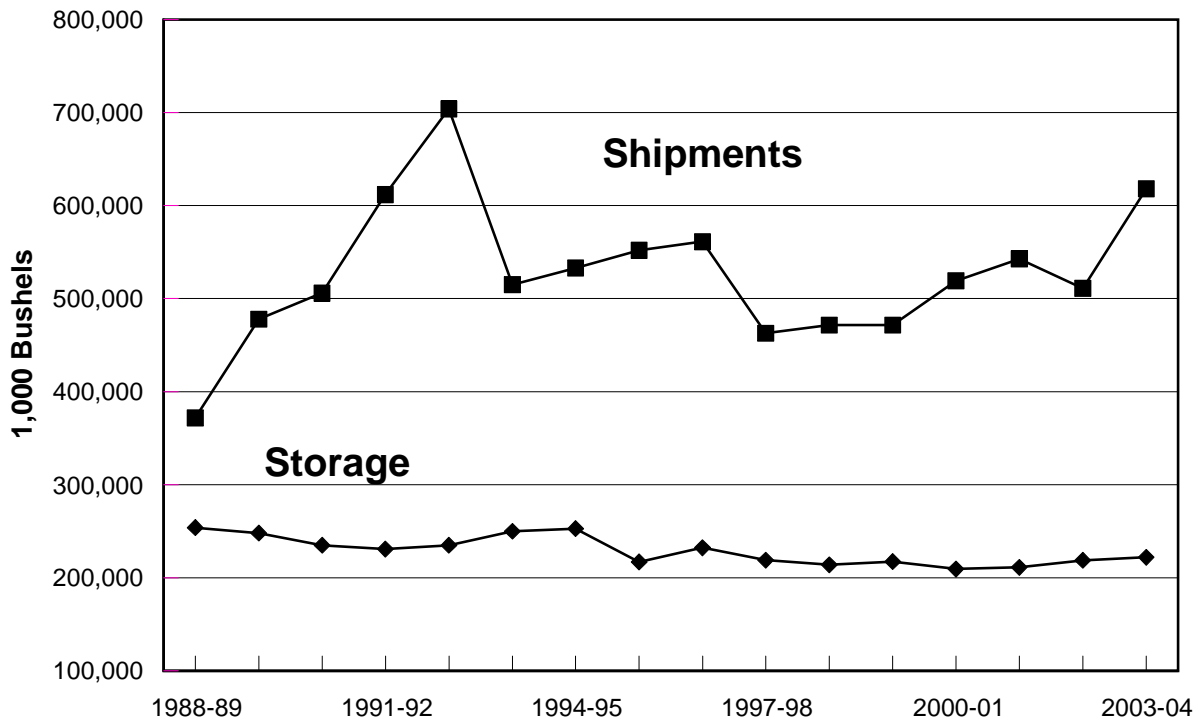
## Elevator Categories



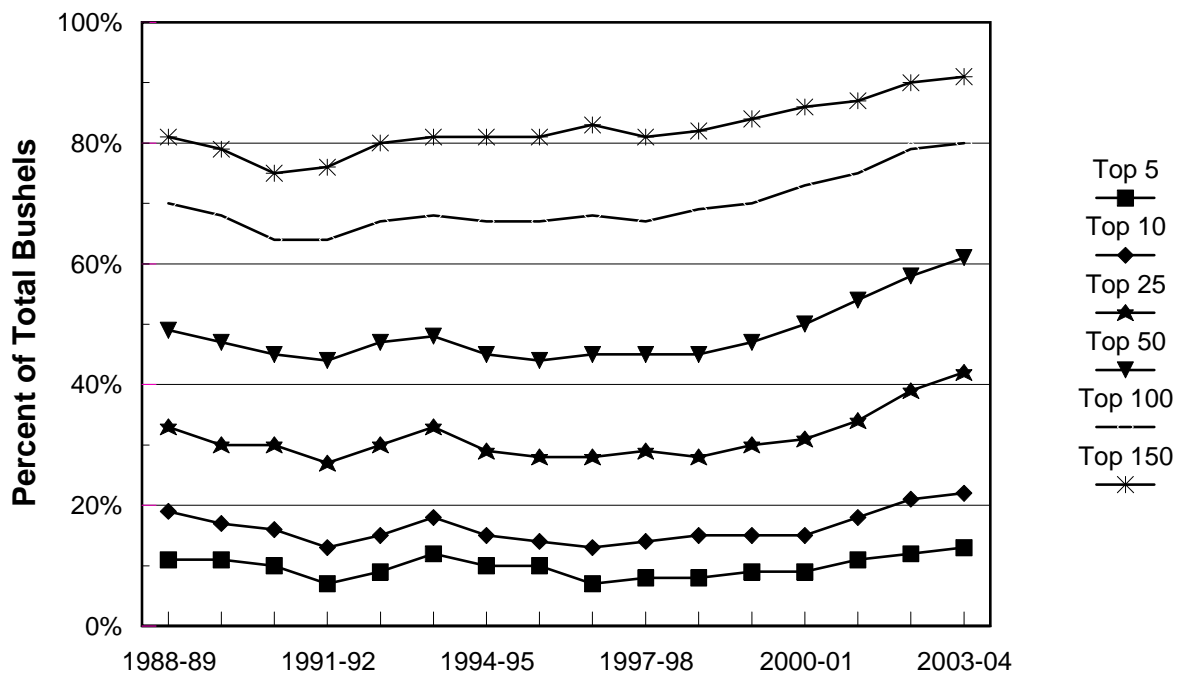
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



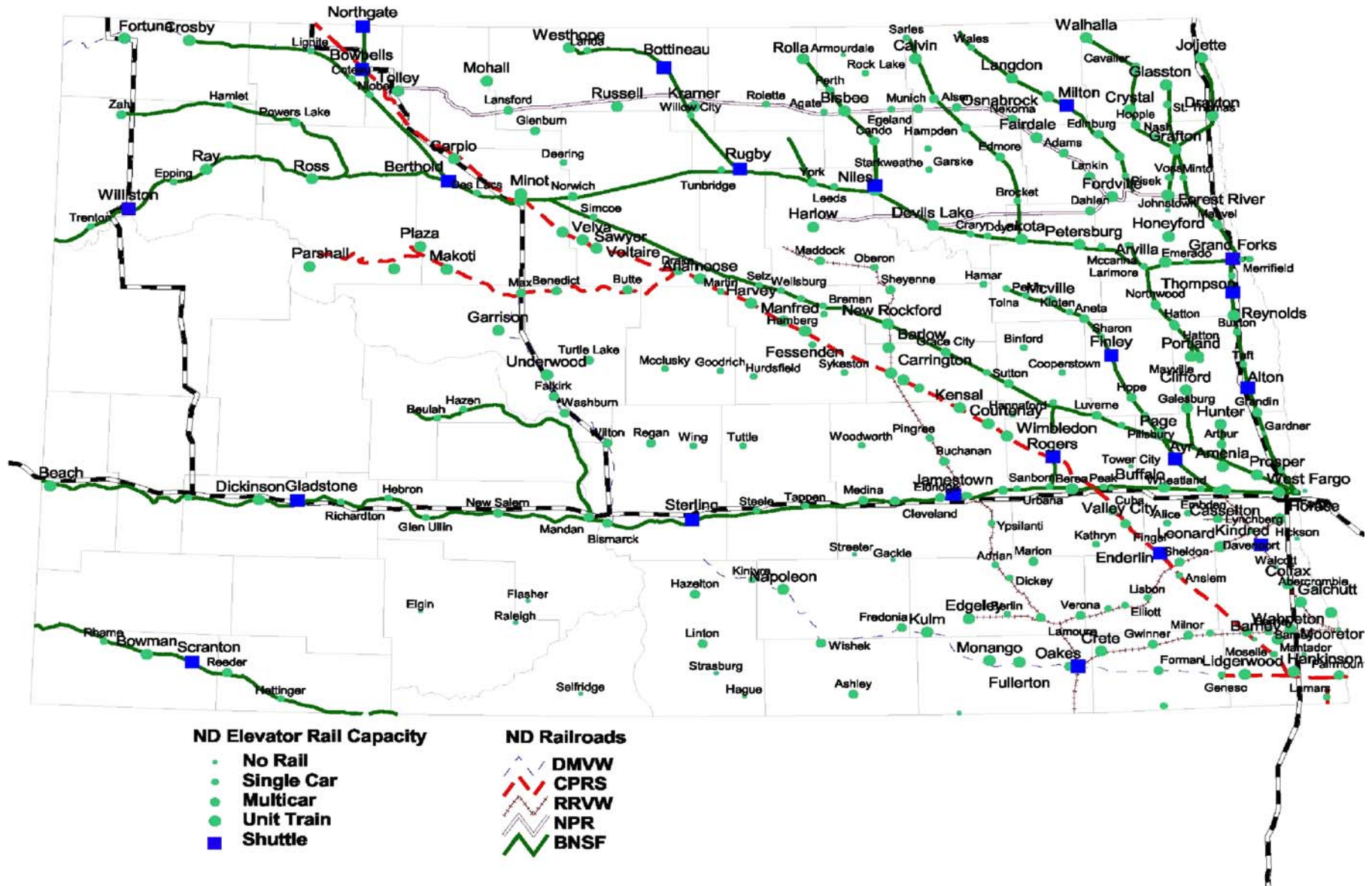
## Storage and Total Grain Shipments for North Dakota Elevators



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

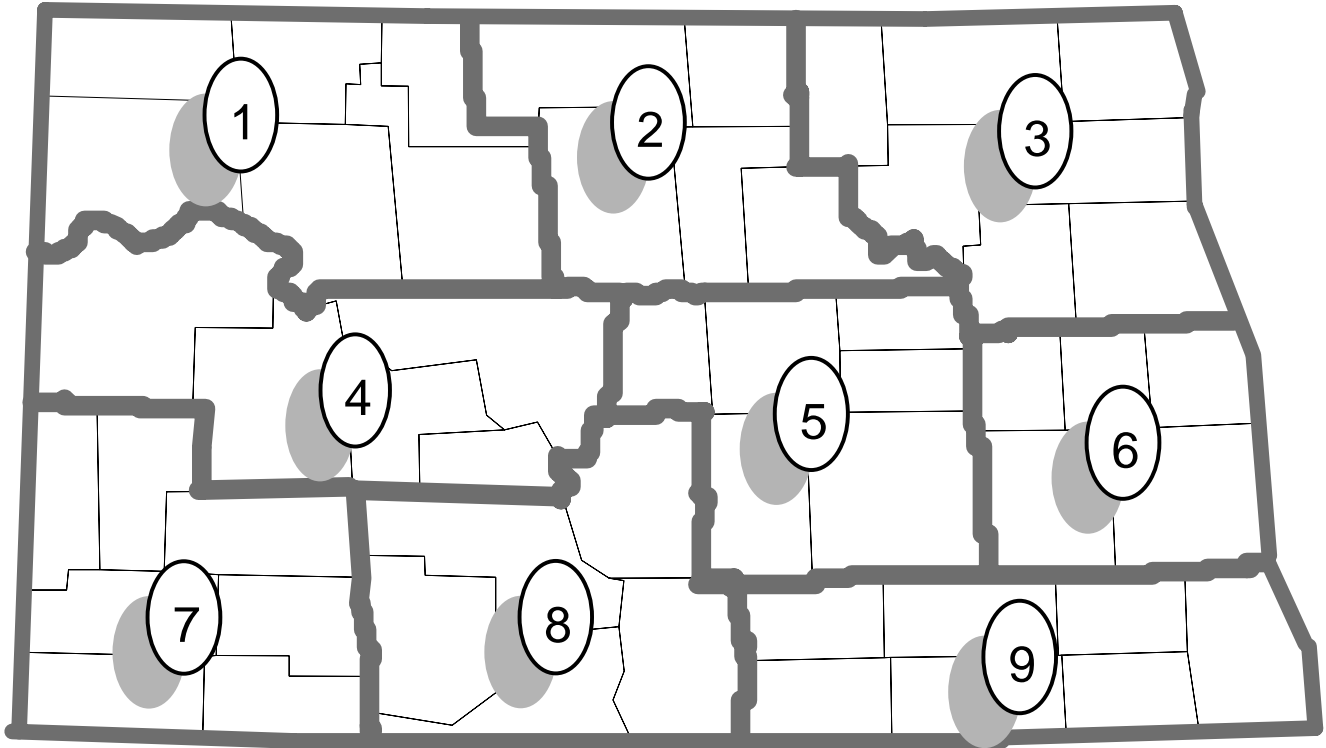


# North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2003

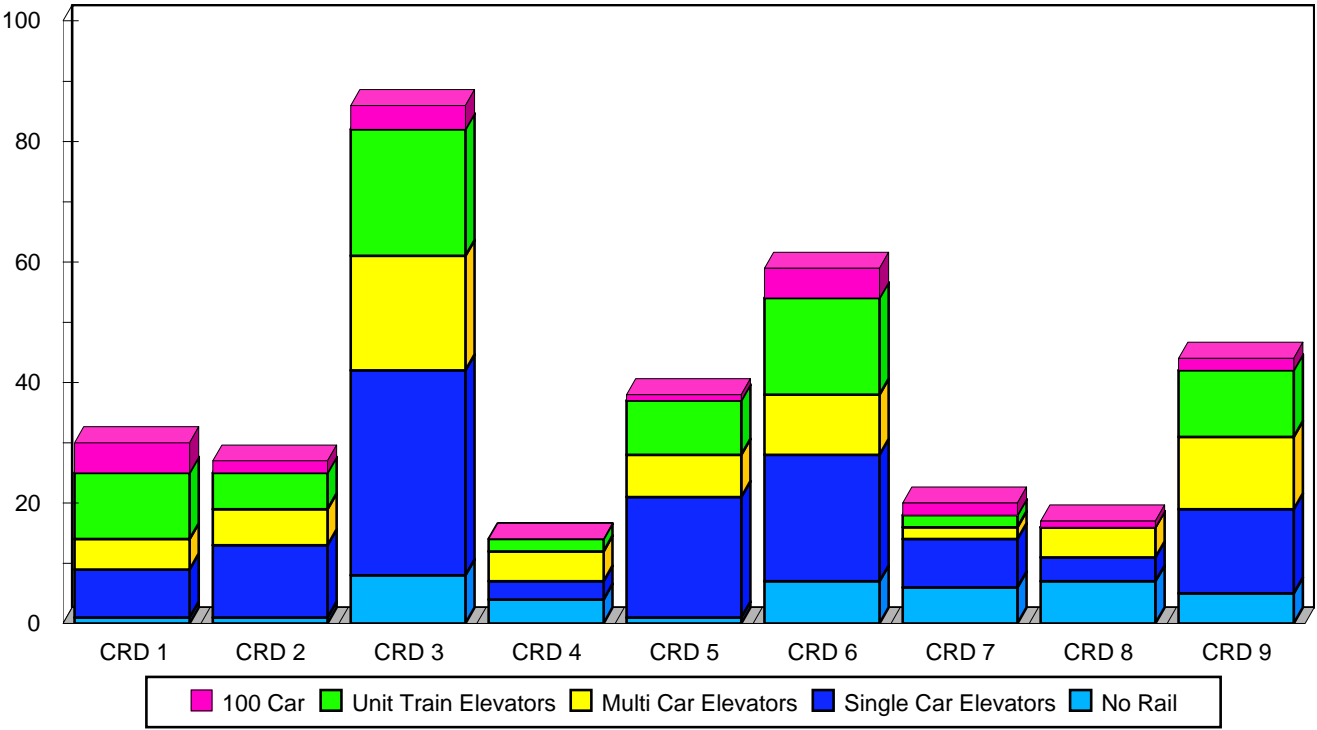




# NORTH DAKOTA CROP REPORTING DISTRICTS

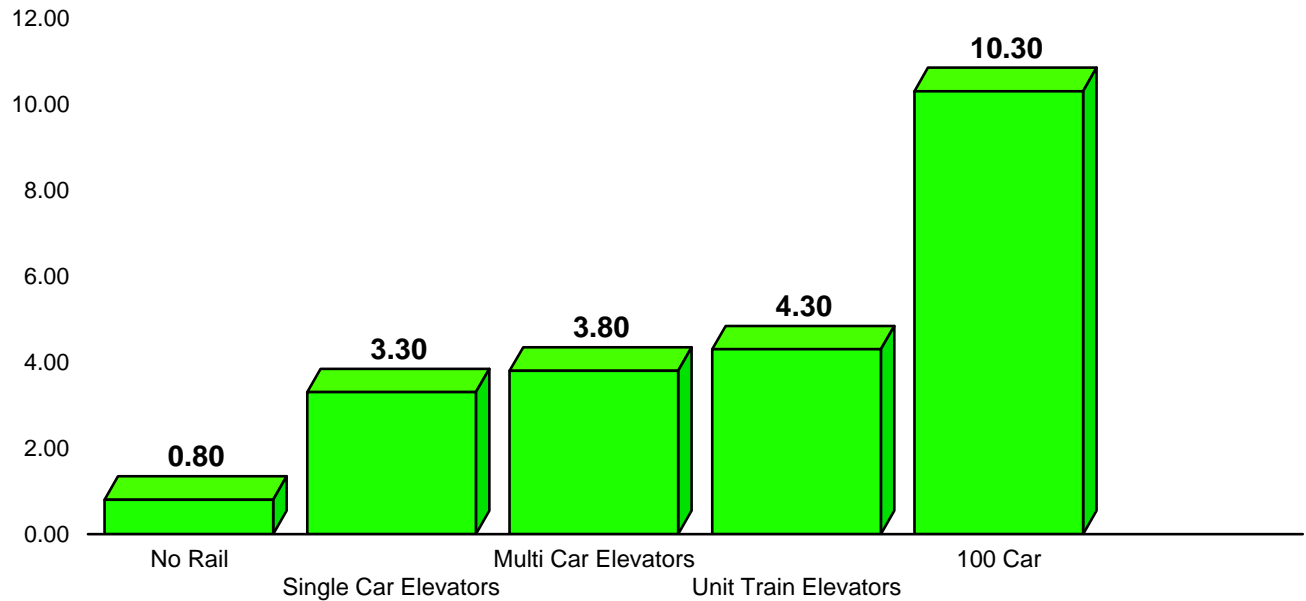


Elevators in Each CRD, 2003-04



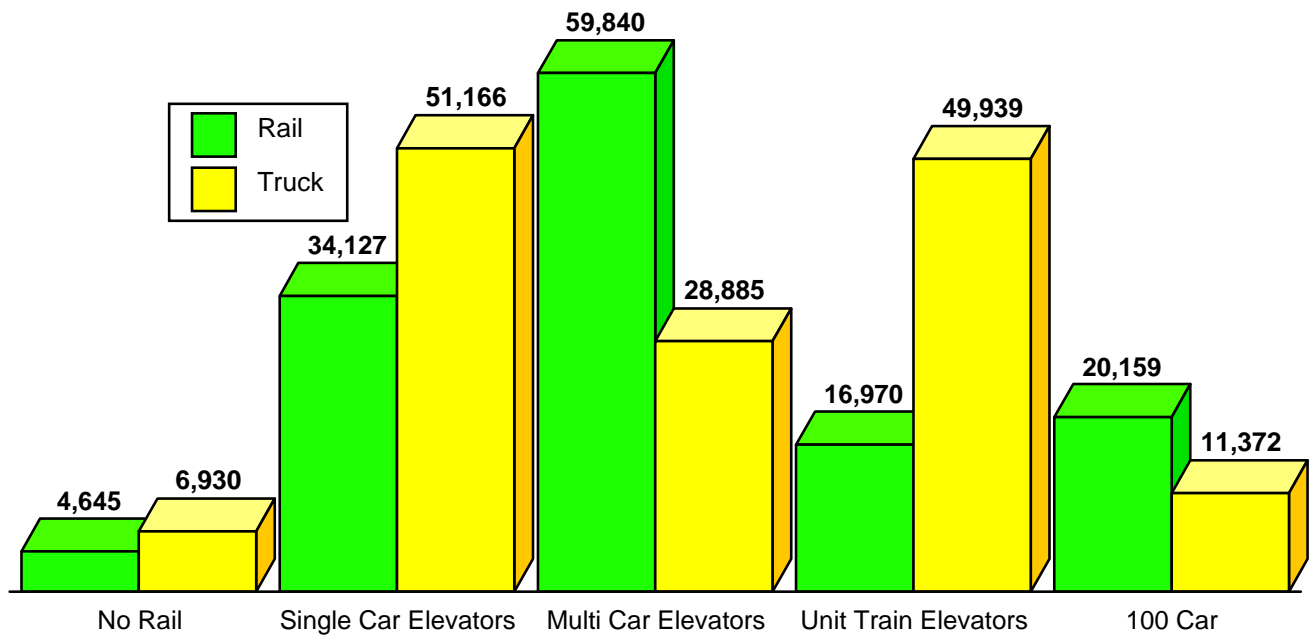
## Turnover Ratios for Each Elevator Category, 2003-04

- Ratio of Volume Handled to Storage Capacity -



## Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2003-04

- Thousand Bushels -



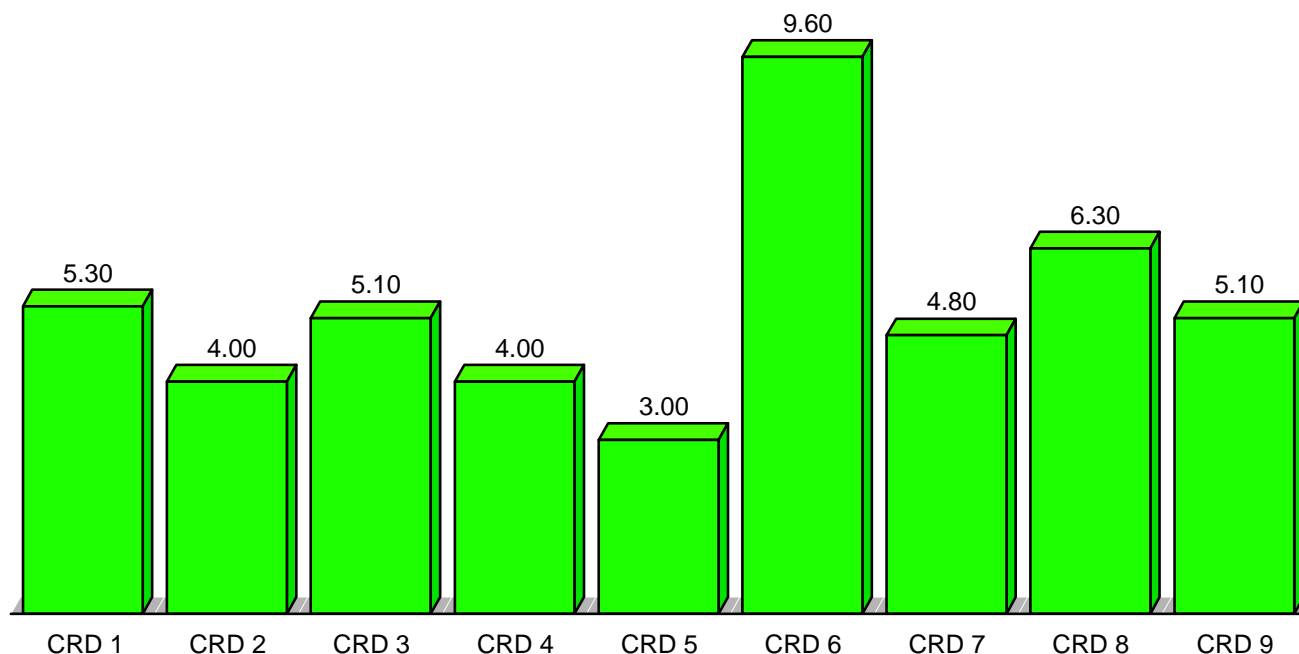
**ND Elevator Storage, Shipments, and Turnover Ratios  
for Each CRD, 2003-04**

CRD	# Elev	Storage Capacity	Total Transhipped <sup>a</sup>	Total Shipments <sup>b</sup>	Average Turnover
1	30	20,993,300	3,269,517	77,315,562	5.3
2	27	15,374,000	3,428,254	53,112,705	4.0
3	86	48,152,879	11,929,694	126,612,983	5.1
4	14	6,917,088	2,348,531	20,327,266	4.0
5	38	33,112,400	5,924,364	61,478,863	3.0
6	59	45,671,969	23,341,990	143,523,238	9.6
7	20	12,245,200	1,295,667	33,341,369	4.8
8	17	5,593,000	162,893	15,486,787	6.3
9	44	34,032,600	3,548,704	86,993,948	5.1
All	335	222,092,436	55,249,614	618,192,721	5.2

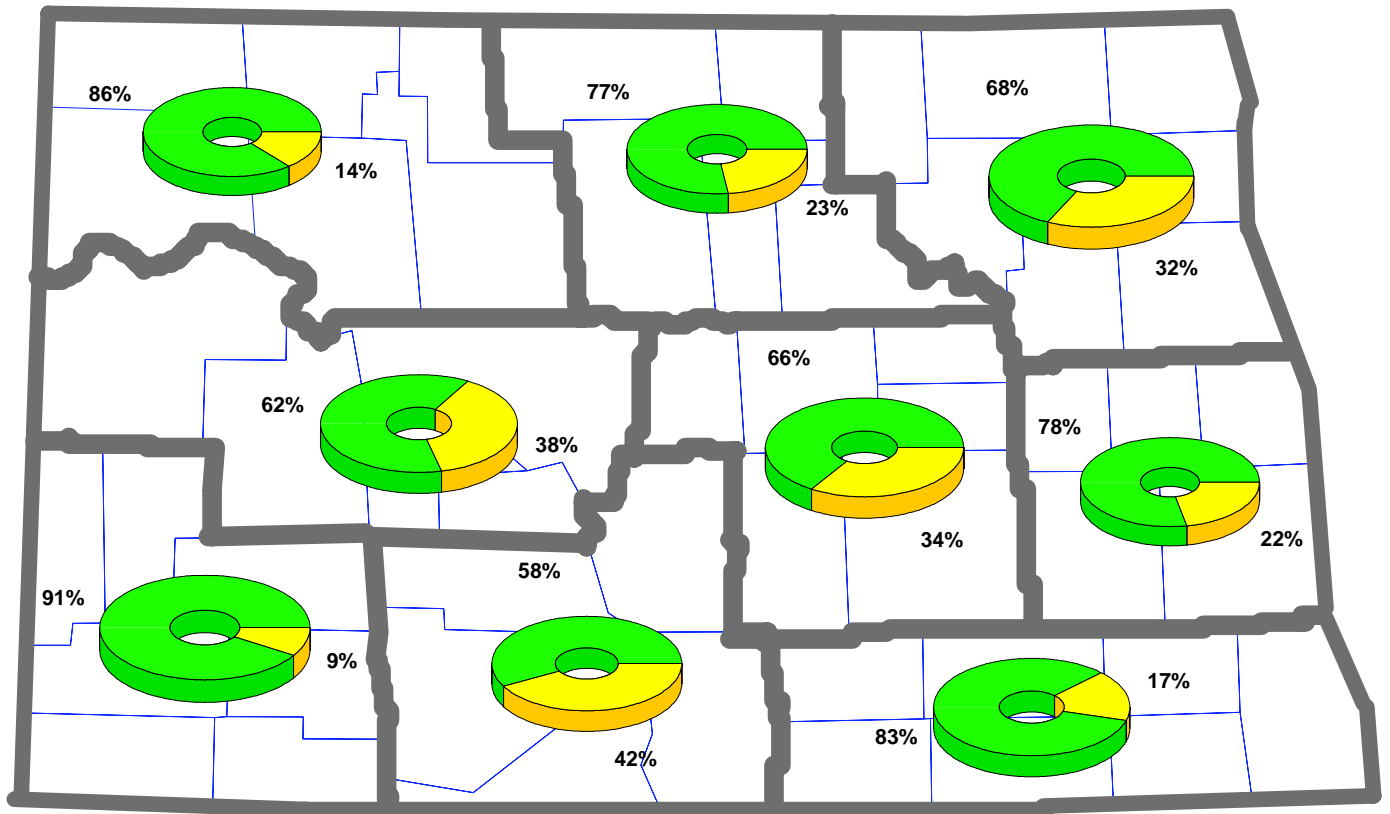
<sup>a</sup>Bushels transhipped to other ND elevators.

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

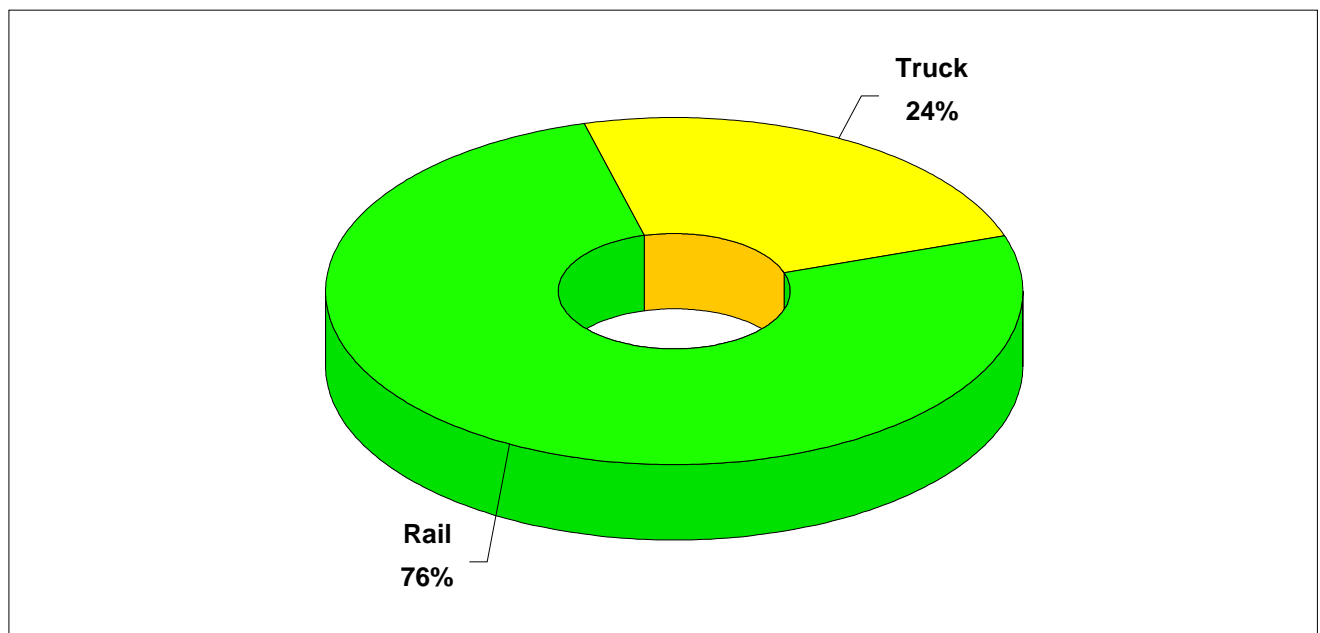
**Average Turnover of Shipments to Storage  
for Each CRD, 2003-04  
-Weighted by grain shipments-**



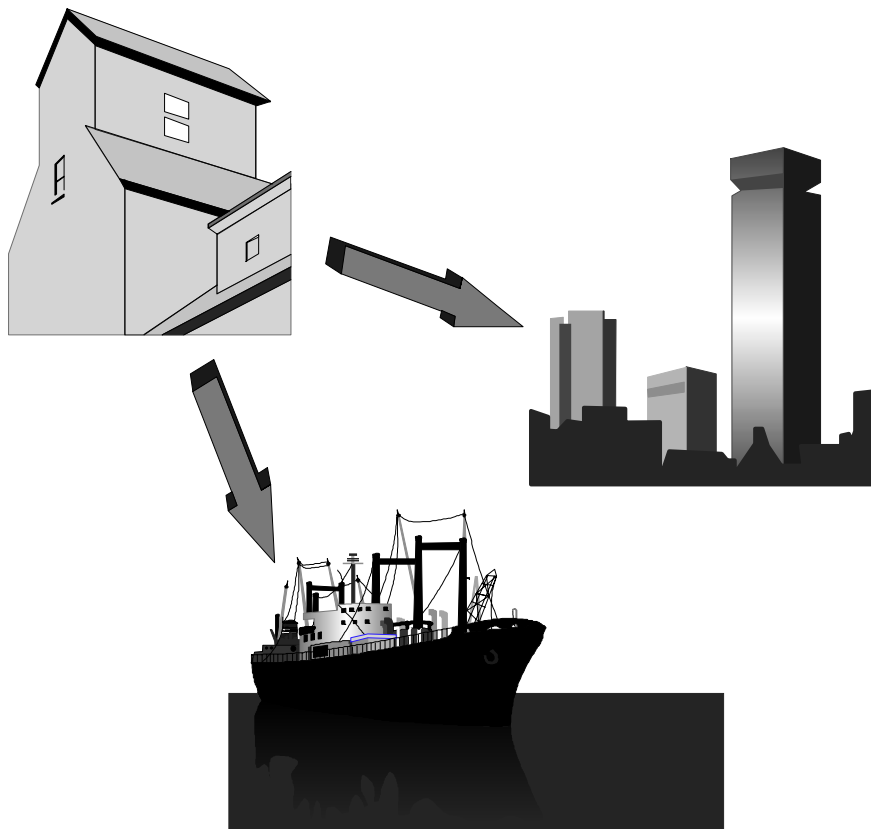
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2003-04



## Rail/Truck Share of Grain and Oilseed Shipments from ND, 2003-04







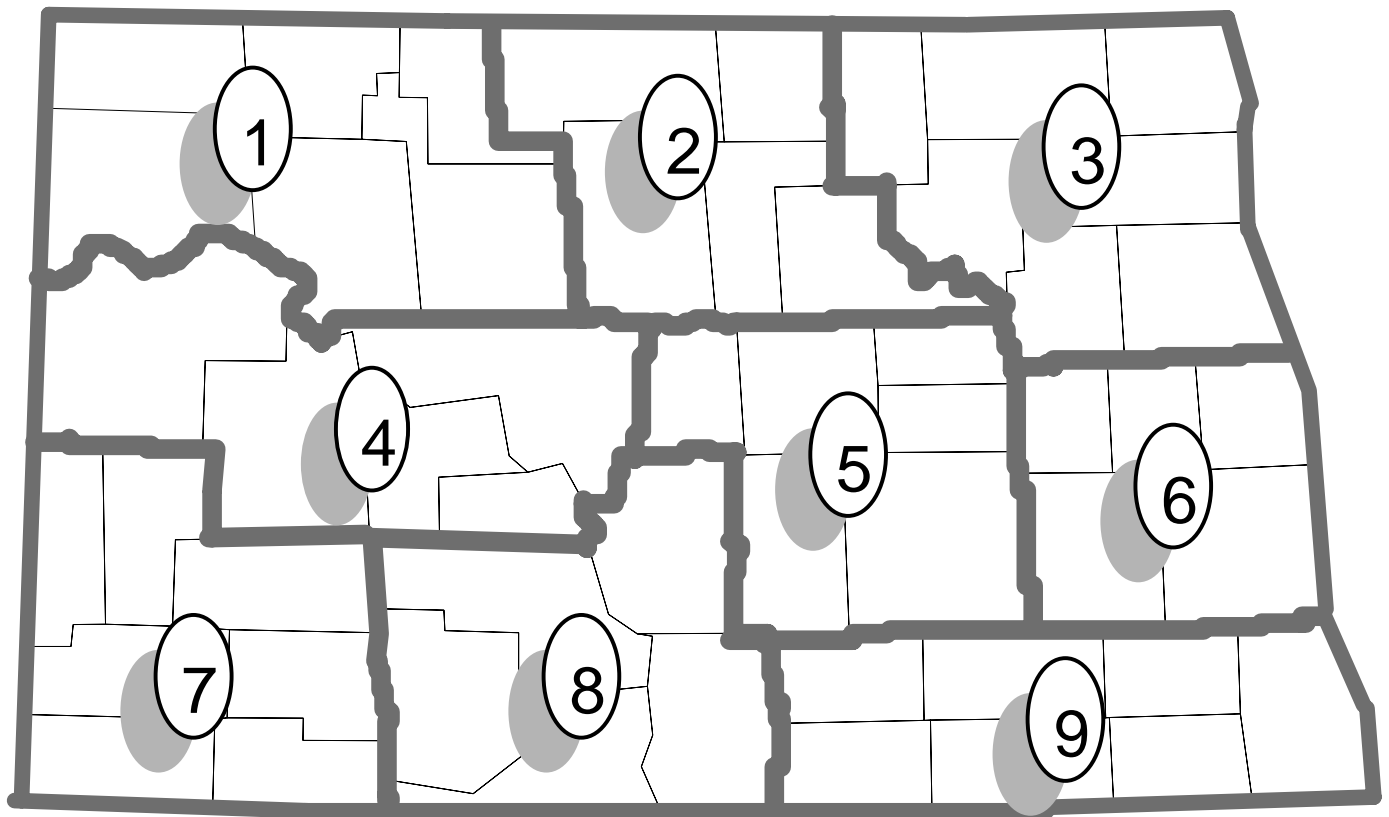
***Destinations for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators***



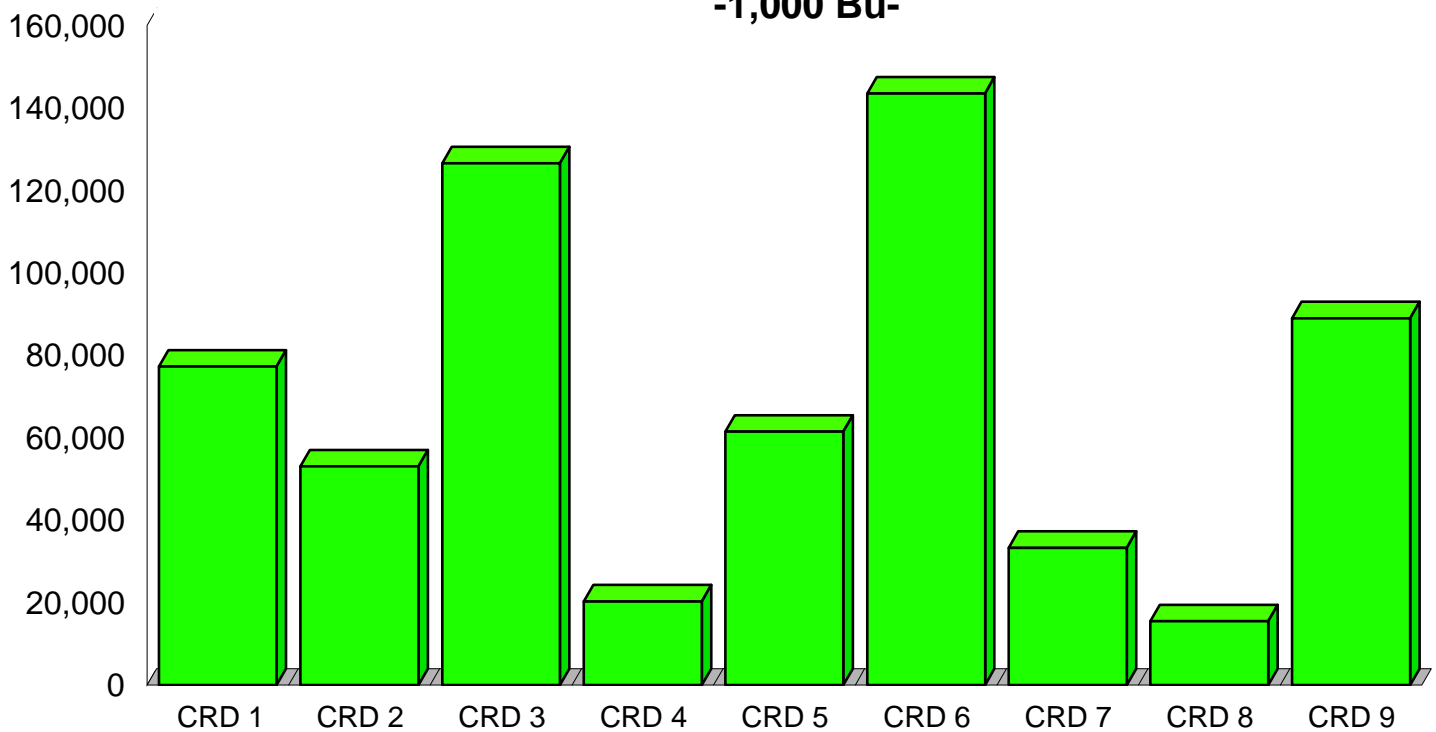
## *All Grains and Oilseeds*



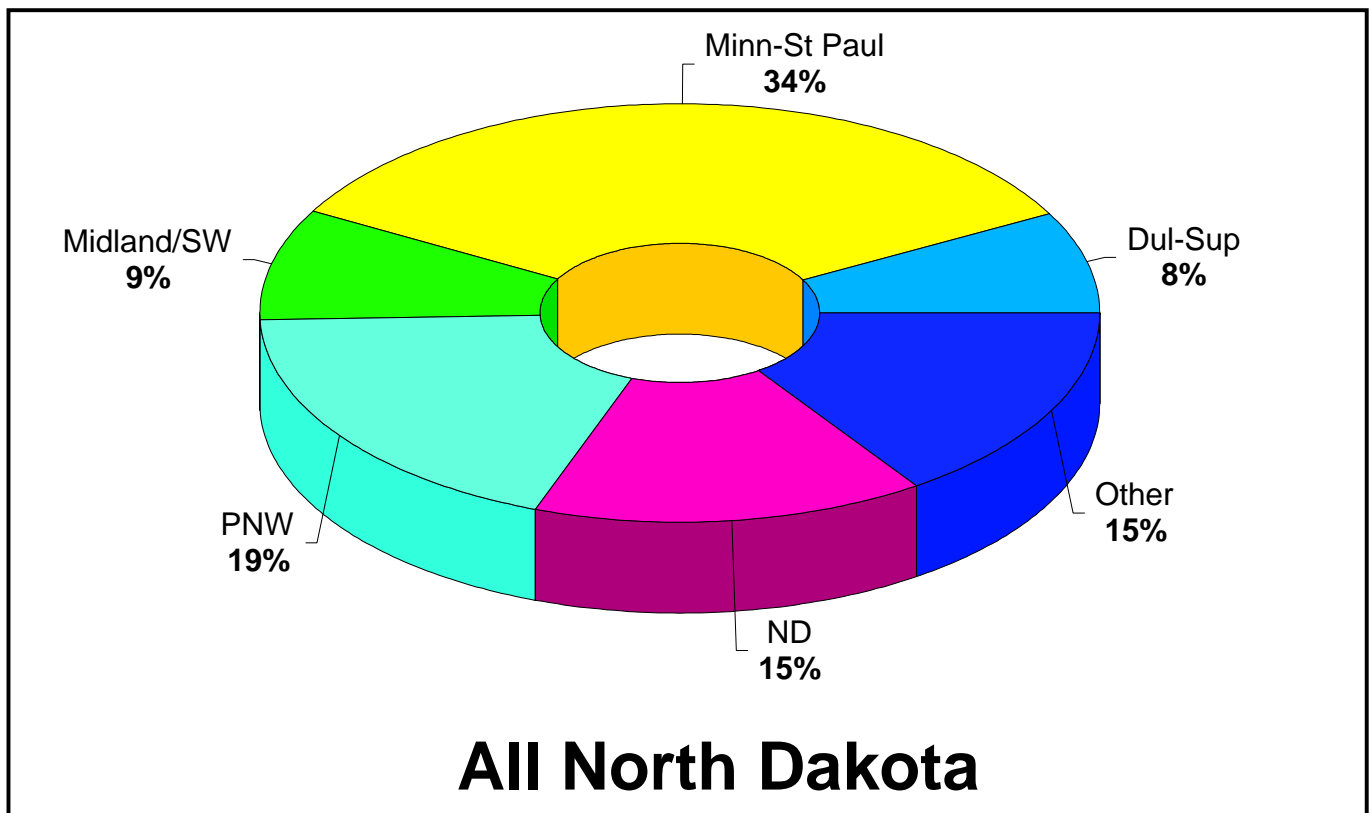
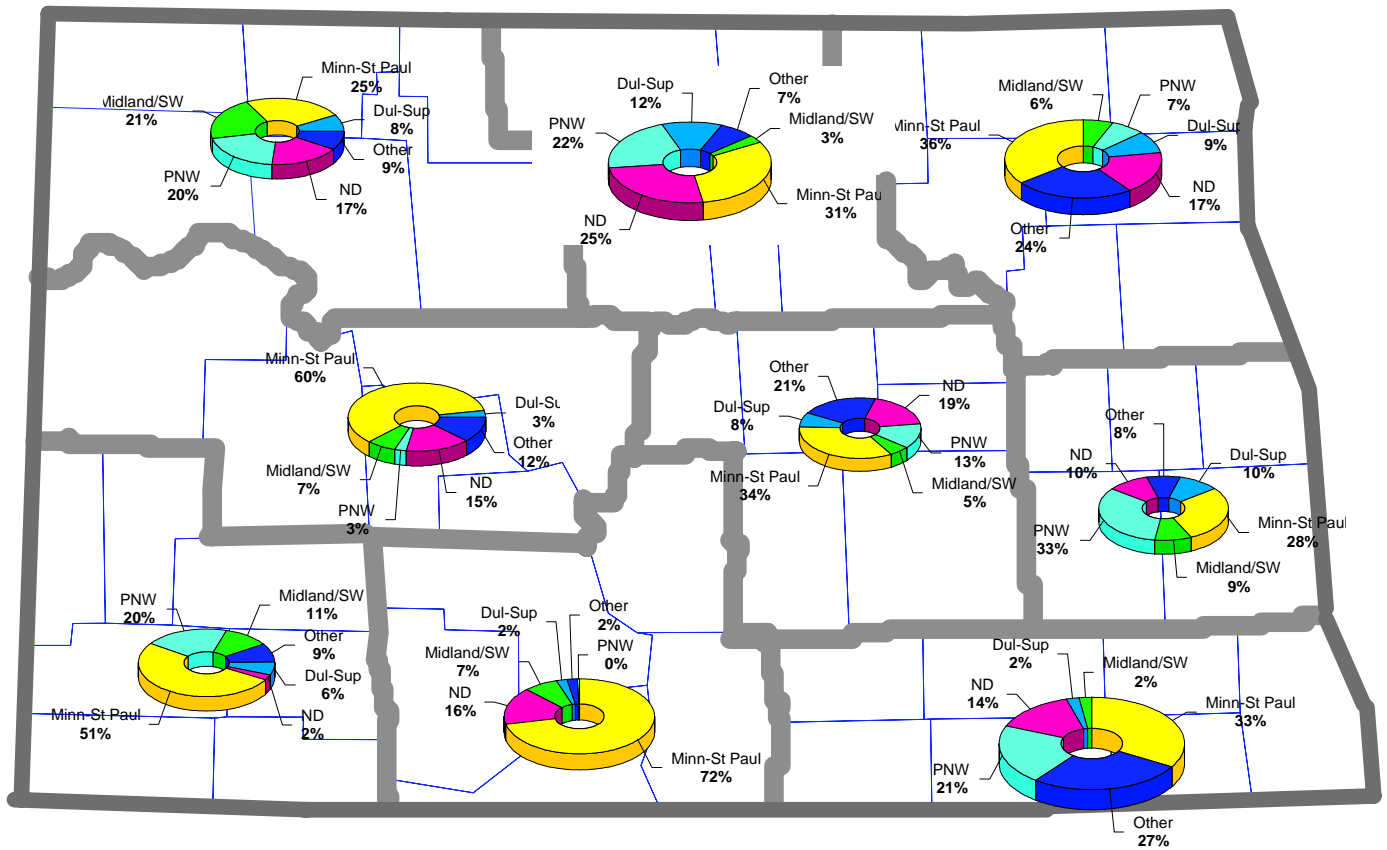
## NORTH DAKOTA CROP REPORTING DISTRICTS



**Grain & Oilseed Shipments Originating  
from Each CRD, 2003-04  
-1,000 Bu-**



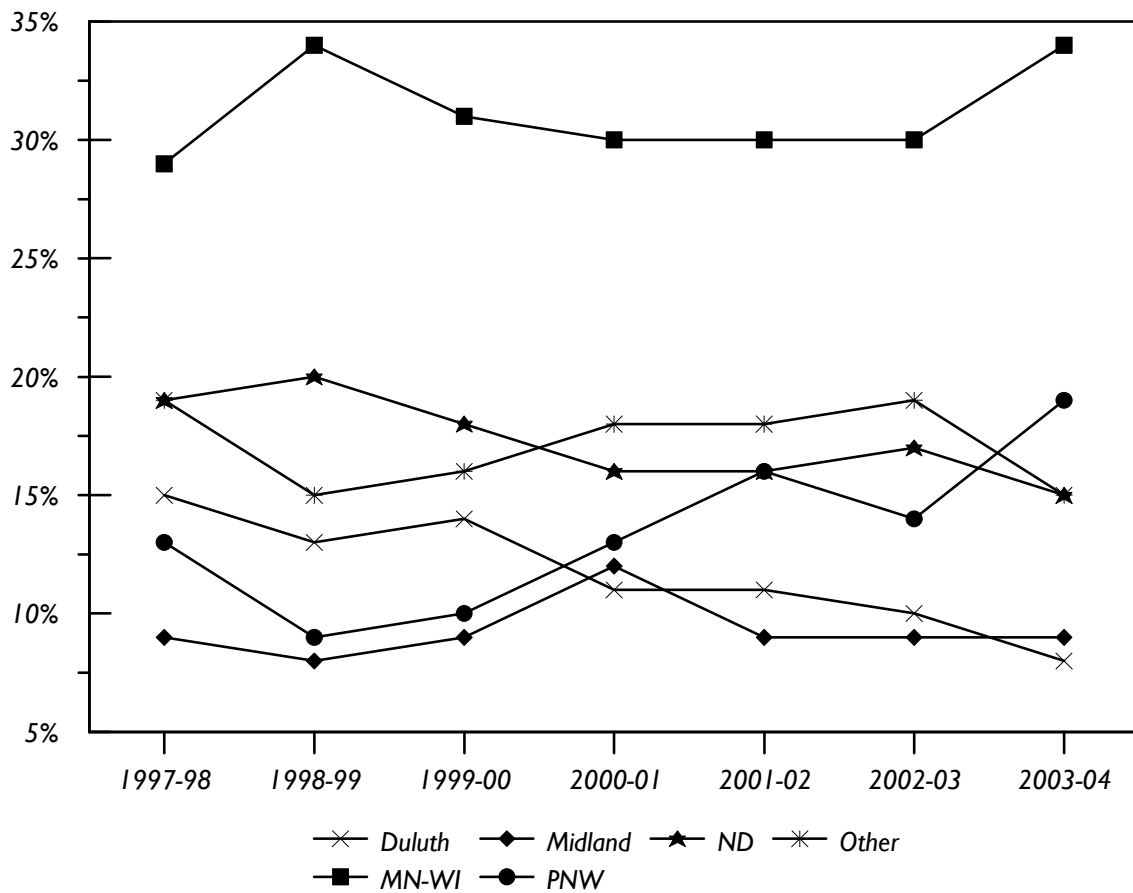
# Destinations for Grain & Oilseed Shipments 2003-04 Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	65,602 15%	140,473 29%	42,836 9%	62,414 13%	462,495
1998-99	58,959 12%	158,368 34%	37,597 8%	42,398 9%	471,958
1999-00	68,356 14%	145,809 31%	41,636 9%	47,411 10%	471,737
2000-01	57,011 11%	162,650 30%	62,423 12%	70,984 13%	538,110
2001-02	53,551 11%	147,730 30%	43,182 9%	80,220 16%	497,969
2002-03	52,366 10%	154,241 30%	45,442 9%	71,345 14%	511,167
2003-04	48,687 8%	210,517 34%	53,271 9%	116,769 19%	618,193

**Destinations for Grain and Oilseed Shipments**



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	20%	10%	75,680	2001-02	11%	34%	6%	17%	25%	7%	34,920
2002-03	13%	24%	13%	18%	23%	10%	66,422	2002-03	11%	24%	9%	23%	25%	7%	38,608
2003-04	8%	25%	21%	20%	17%	9%	77,316	2003-04	11%	29%	9%	20%	24%	7%	53,113

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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	15%	25%	9%	4%	20%	26%	80,976	2001-02	6%	46%	6%	3%	22%	17%	18,295
2002-03	13%	33%	6%	3%	20%	25%	98,876	2002-03	1%	53%	7%	3%	17%	18%	16,634
2003-04	9%	36%	6%	7%	17%	24%	126,613	2003-04	3%	60%	7%	3%	15%	12%	20,327

CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	34%	7%	19%	18%	18%	50,879	2001-02	17%	22%	11%	17%	12%	21%	98,730
2002-03	14%	33%	10%	6%	24%	14%	50,881	2002-03	13%	23%	11%	22%	12%	18%	120,036
2003-04	8%	34%	5%	13%	19%	21%	61,479	2003-04	10%	28%	9%	33%	10%	8%	143,523

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	72%	3%	1%	20%	3%	16,071
2002-03	0%	34%	15%	38%	4%	8%	24,112	2002-03	1%	68%	9%	5%	13%	4%	10,833
2003-04	6%	51%	11%	20%	2%	9%	33,341	2003-04	2%	72%	7%	0%	16%	2%	15,487

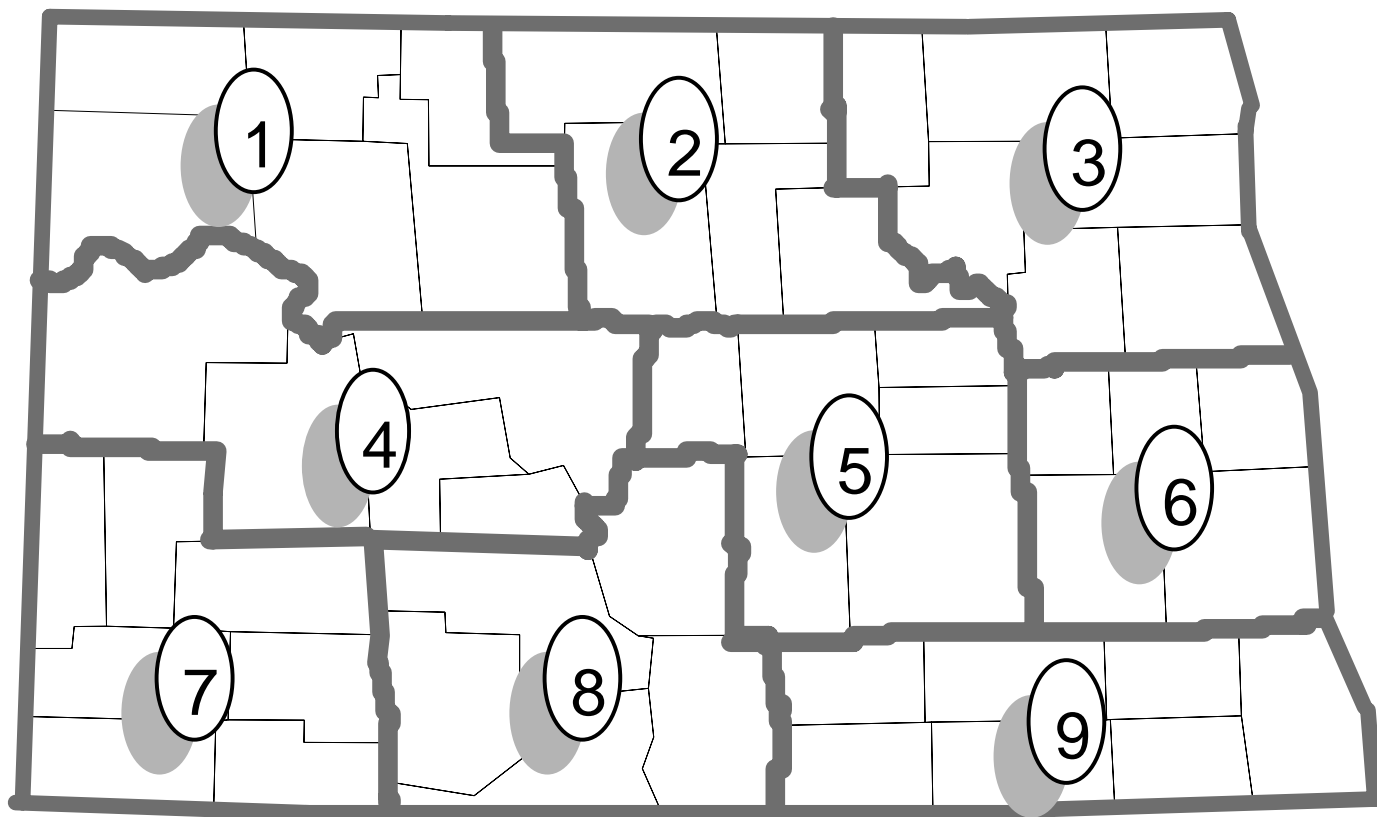
  

CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	9%	33%	7%	15%	19%	17%	79,846
1998-99	15%	33%	6%	9%	22%	16%	74,229
1999-00	19%	31%	3%	15%	15%	18%	83,082
2000-01	10%	30%	5%	18%	12%	25%	94,713
2001-02	5%	35%	5%	12%	11%	32%	94,187
2002-03	4%	32%	3%	10%	13%	38%	84,763
2003-04	2%	33%	2%	21%	14%	27%	86,994

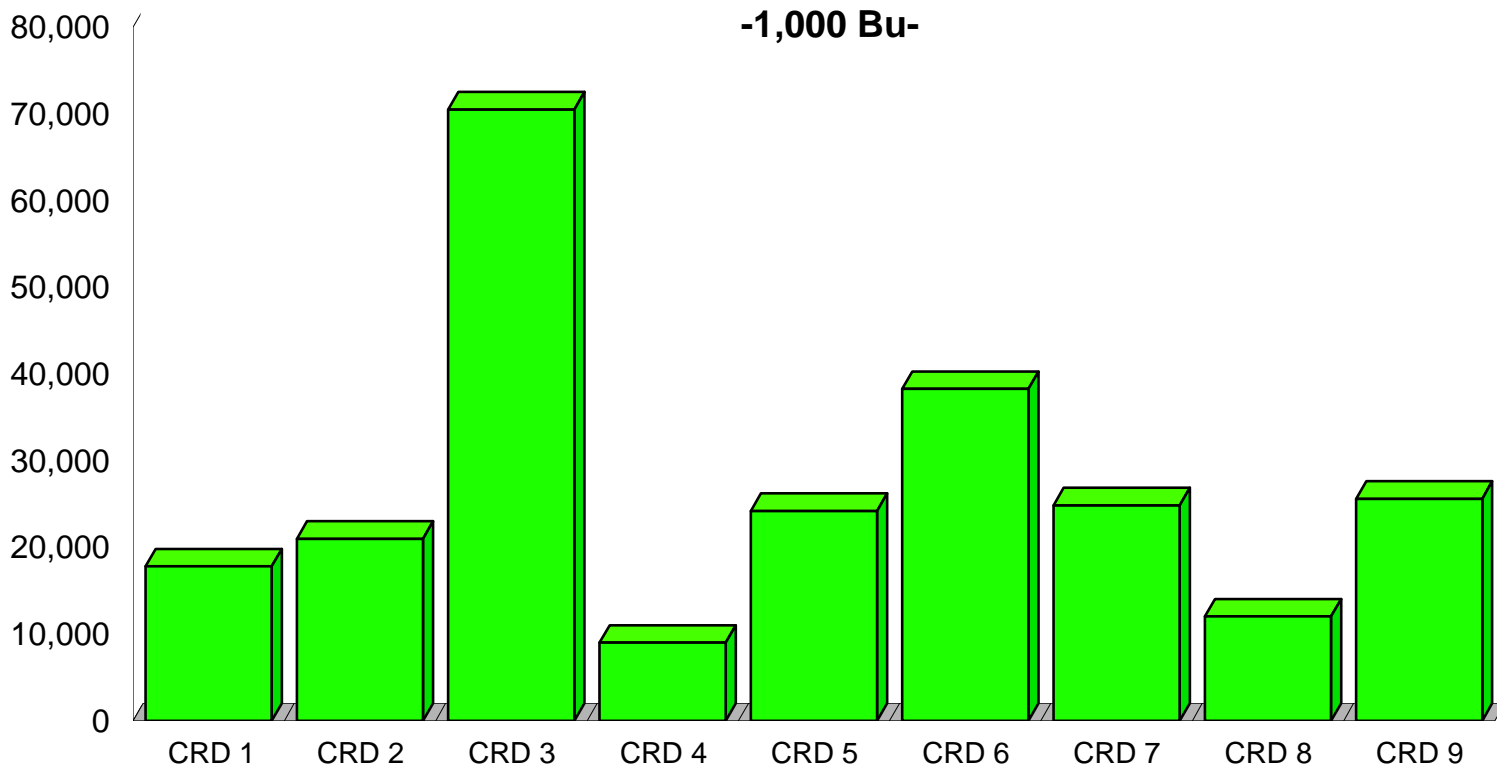


***HRS Wheat***

## NORTH DAKOTA CROP REPORTING DISTRICTS



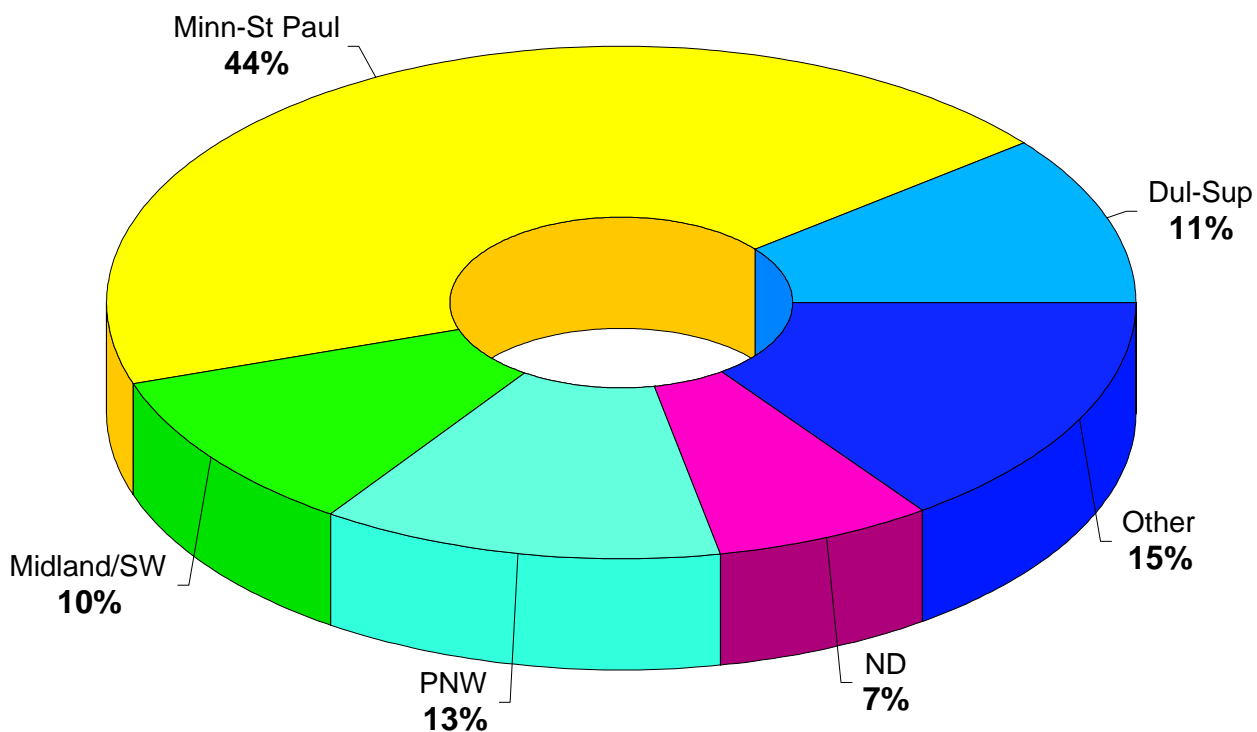
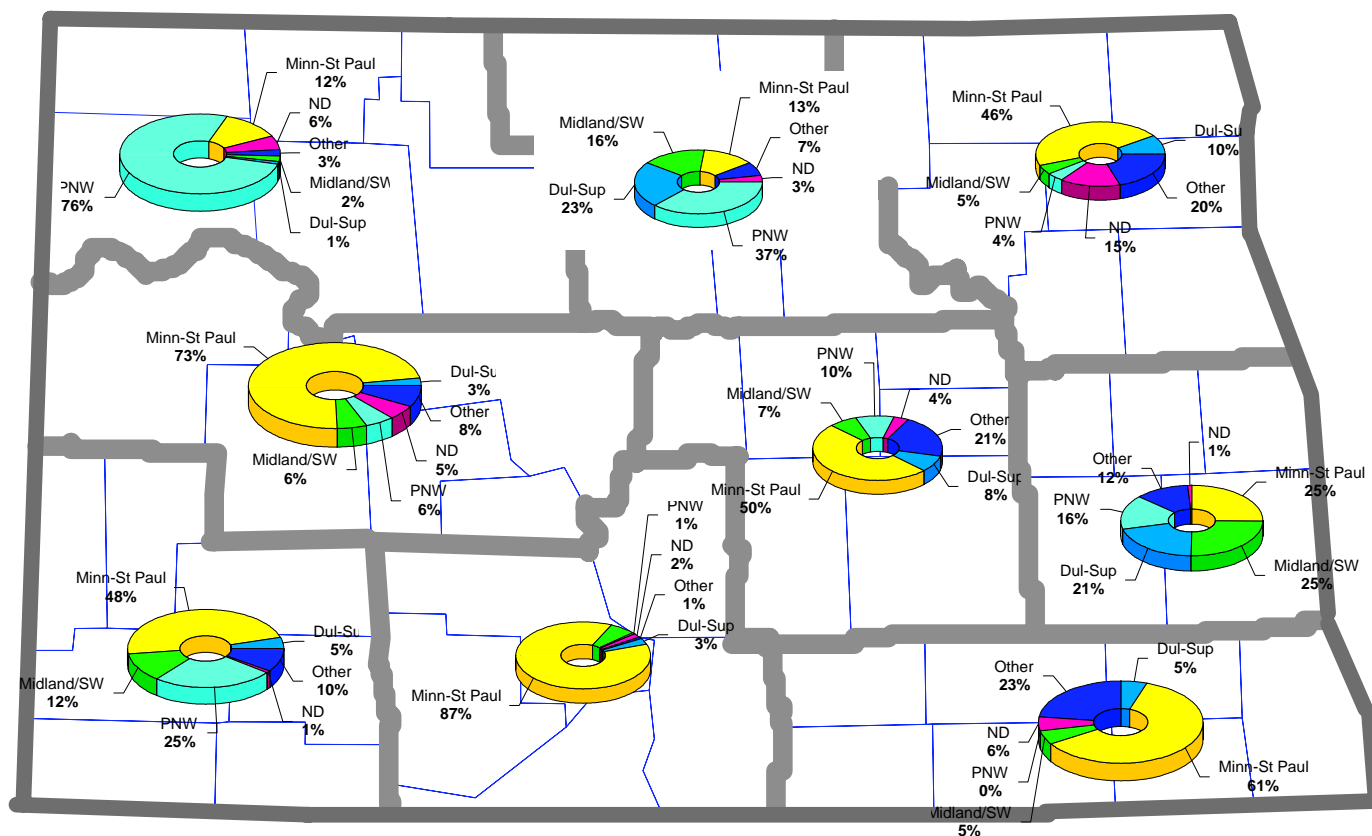
**Hard Red Spring Wheat Shipments  
Originating from Each CRD, 2003-04**  
-1,000 Bu-



# Destinations for Hard Red Spring Wheat Shipments

2003-04

## Crop Reporting District



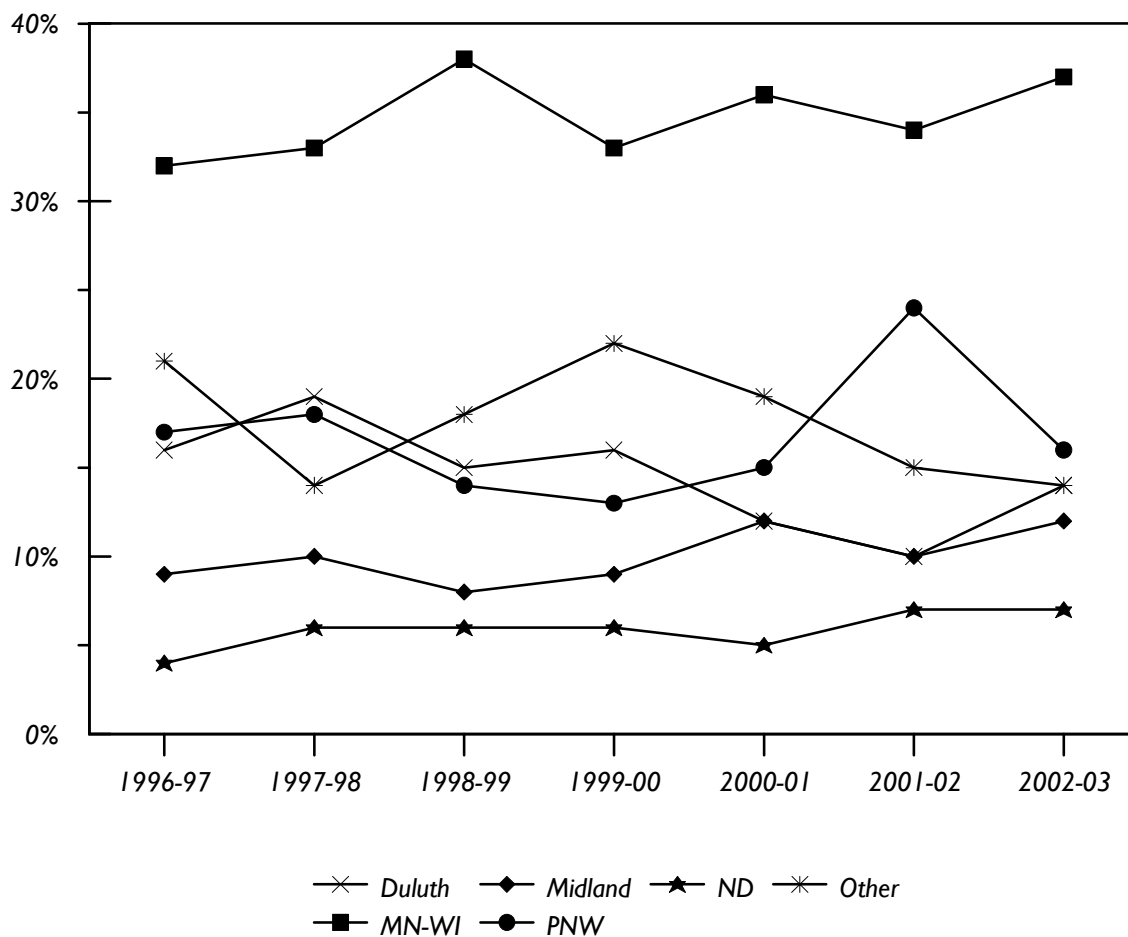
**All North Dakota**



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	32,140 19%	60,997 33%	18,040 10%	32,646 18%	179,327
1998-99	24,326 15%	64,921 39%	13,389 8%	23,672 14%	167,713
1999-00	29,068 16%	28,179 33%	15,809 9%	23,644 13%	177,450
2000-01	24,403 12%	71,865 36%	24,447 12%	29,848 15%	200,068
2001-02	19,105 10%	65,497 34%	19,104 10%	46,300 24%	192,457
2002-03	26,006 13%	73,182 38%	22,744 12%	30,210 16%	193,462
2003-04	25,000 10%	103,746 43%	24,017 10%	39,511 16%	243,408

## Destinations for Hard Red Spring Wheat Shipments



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

	<u>CRD 1</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	4%	27%	2%	65%	1%	2%	13,701
1998-99	1%	28%	5%	57%	2%	8%	11,384
1999-00	0%	19%	4%	70%	3%	4%	12,268
2000-01	1%	14%	12%	65%	1%	6%	16,171
2001-02	4%	9%	2%	77%	3%	5%	16,831
2002-03	11%	7%	1%	72%	3%	6%	15,740
2003-04	1%	12%	2%	76%	6%	3%	17,820

	<u>CRD 2</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	13%	16%	7%	43%	9%	11%	12,487
1998-99	10%	26%	14%	37%	3%	9%	11,601
1999-00	14%	25%	10%	34%	6%	11%	7,977
2000-01	7%	43%	8%	29%	7%	6%	9,090
2001-02	13%	26%	5%	47%	6%	3%	10,185
2002-03	20%	11%	14%	51%	4%	0%	16,063
2003-04	23%	13%	16%	37%	3%	7%	20,998

	<u>CRD 3</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	30%	23%	6%	12%	19%	9%	37,080
1998-99	32%	23%	5%	6%	18%	16%	35,393
1999-00	24%	23%	8%	1%	15%	28%	44,229
2000-01	20%	33%	8%	1%	14%	24%	46,282
2001-02	18%	30%	6%	4%	23%	19%	39,363
2002-03	17%	43%	5%	1%	18%	16%	54,305
2003-04	10%	46%	5%	4%	15%	20%	70,521

	<u>CRD 4</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	4%	55%	6%	7%	1%	26%	7,718
1998-99	2%	61%	1%	4%	3%	29%	6,594
1999-00	2%	67%	0%	10%	7%	14%	6,636
2000-01	3%	48%	1%	22%	1%	25%	6,301
2001-02	5%	76%	2%	8%	1%	8%	6,716
2002-03	1%	79%	3%	7%	1%	10%	7,501
2003-04	3%	72%	6%	6%	5%	8%	9,017

	<u>CRD 5</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	33%	26%	6%	5%	1%	29%	18,774
1998-99	8%	34%	9%	1%	2%	47%	16,430
1999-00	14%	31%	20%	0%	1%	33%	22,078
2000-01	11%	33%	30%	2%	3%	22%	22,214
2001-02	5%	39%	9%	23%	3%	20%	23,570
2002-03	13%	49%	17%	1%	3%	17%	20,394
2003-04	8%	50%	7%	10%	4%	21%	24,206

	<u>CRD 6</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	29%	29%	22%	7%	3%	12%	26,858
1998-99	21%	38%	10%	5%	4%	22%	29,389
1999-00	29%	30%	9%	1%	2%	29%	29,400
2000-01	19%	30%	16%	2%	2%	31%	33,091
2001-02	17%	21%	20%	11%	2%	28%	35,474
2002-03	23%	23%	27%	1%	6%	21%	32,793
2003-04	21%	25%	25%	16%	1%	12%	38,292

	<u>CRD 7</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	4%	31%	17%	43%	2%	4%	23,779
1998-99	5%	34%	12%	38%	2%	9%	23,092
1999-00	11%	15%	14%	51%	3%	6%	21,192
2000-01	6%	15%	17%	49%	3%	10%	27,822
2001-02	5%	9%	17%	62%	4%	5%	27,684
2002-03	0%	21%	18%	50%	2%	9%	17,940
2003-04	5%	48%	12%	25%	1%	10%	24,874

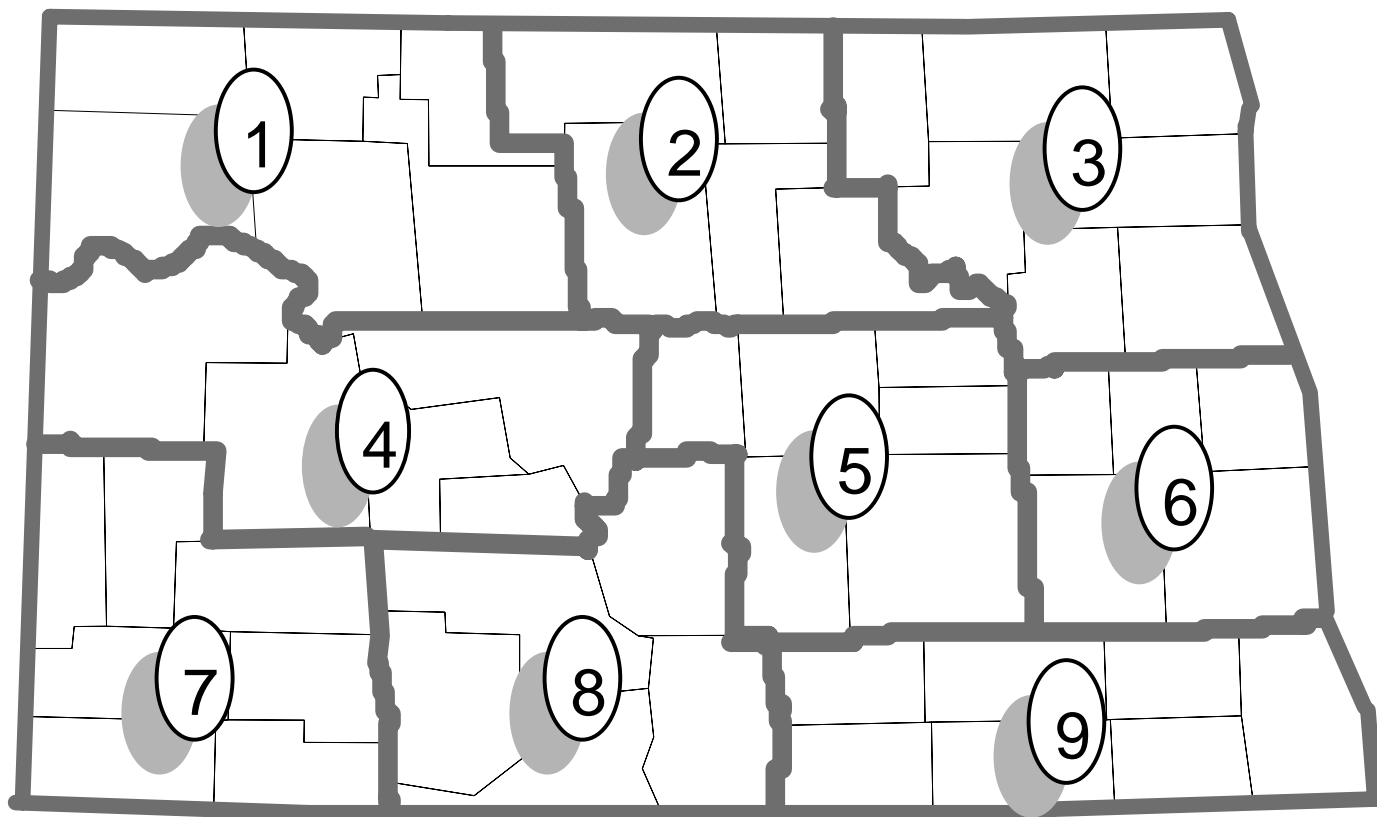
	<u>CRD 8</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	2%	72%	10%	4%	4%	7%	9,597
1998-99	1%	82%	3%	3%	5%	7%	10,145
1999-00	2%	82%	2%	3%	4%	7%	10,289
2000-01	5%	84%	3%	2%	0%	6%	12,822
2001-02	1%	93%	3%	1%	0%	2%	11,688
2002-03	1%	84%	9%	4%	1%	1%	8,530
2003-04	3%	87%	6%	1%	2%	1%	12,047

	<u>CRD 9</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	65%	8%	0%	5%	17%	26,128
2002-03	8%	62%	4%	0%	2%	24%	20,196
2003-04	5%	61%	5%	0%	6%	23%	25,632

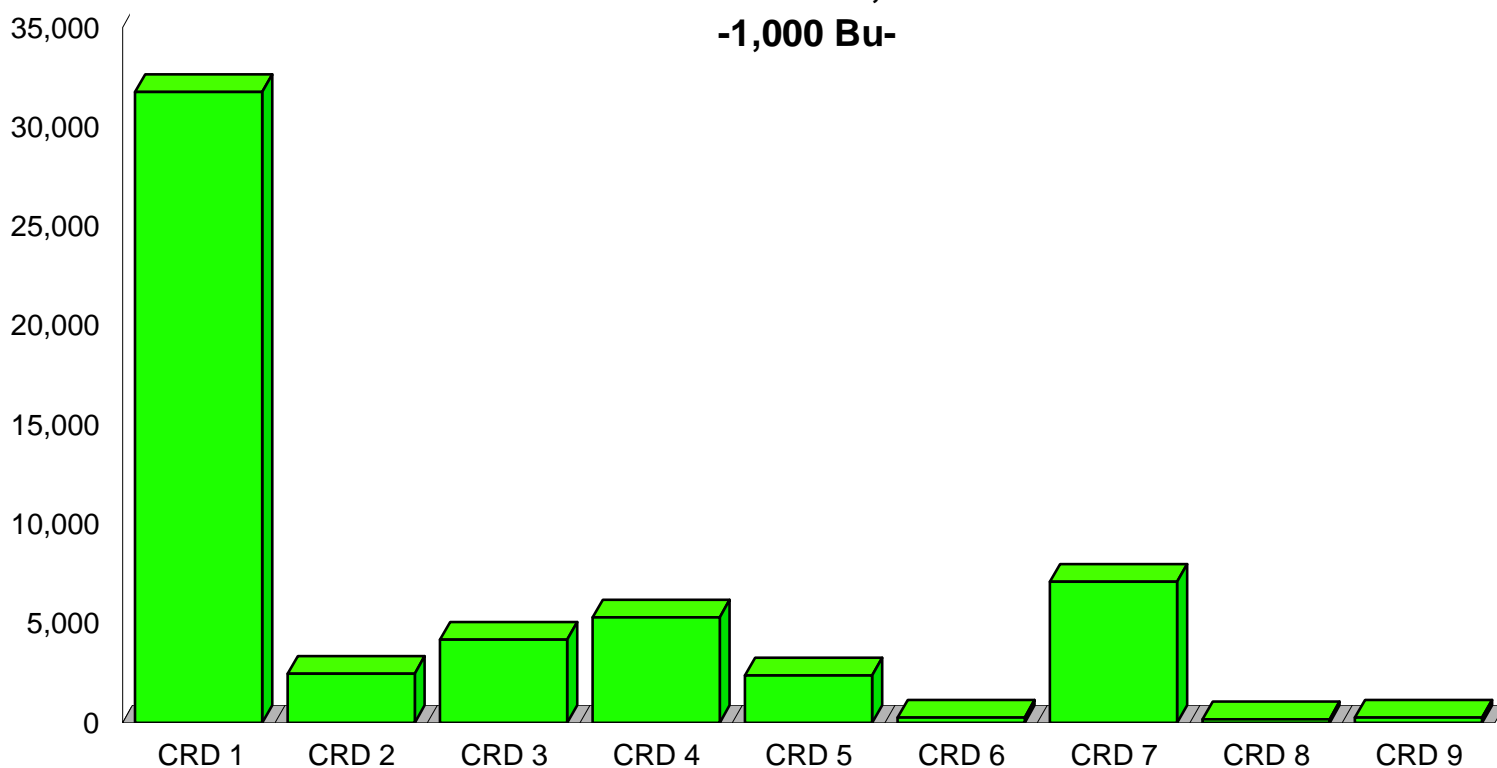


*Durum*

## NORTH DAKOTA CROP REPORTING DISTRICTS



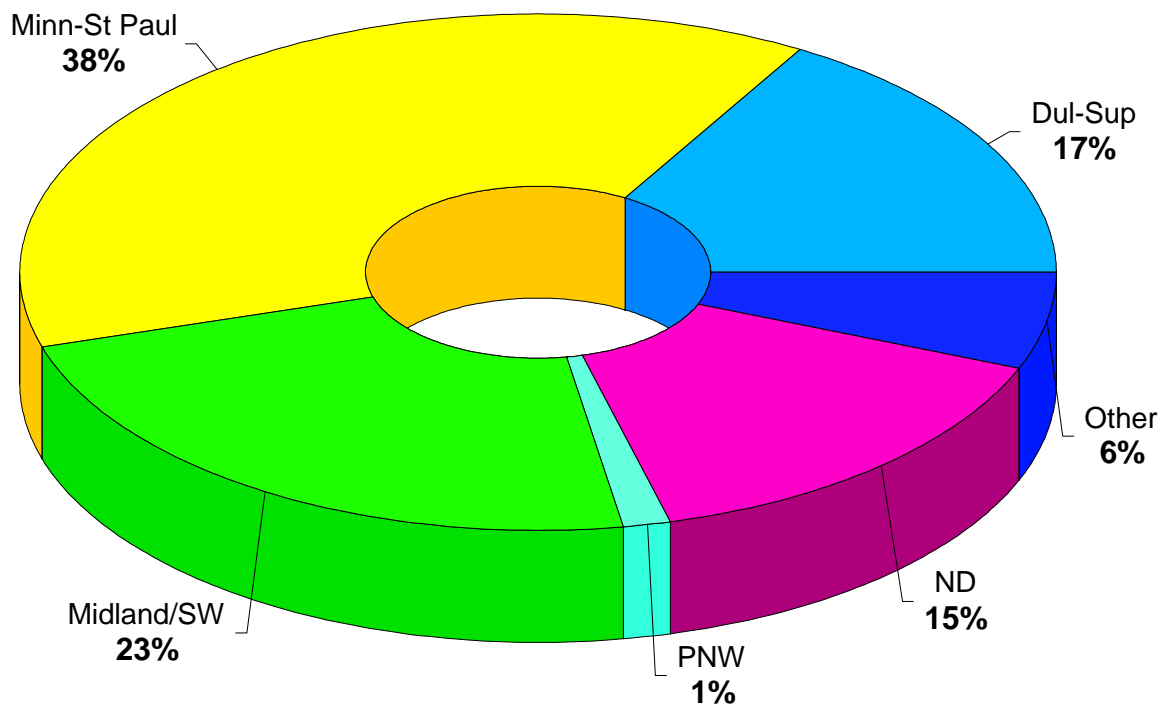
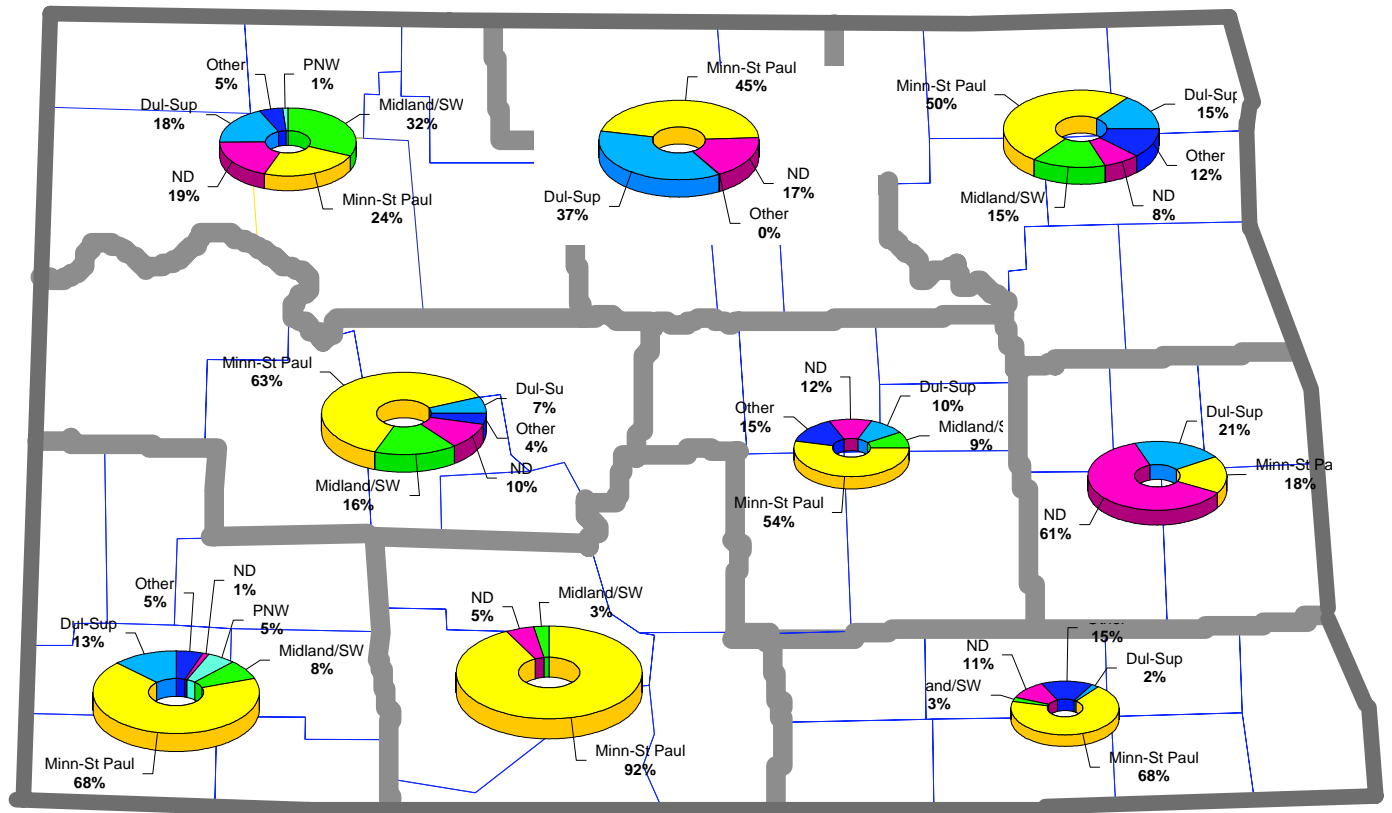
**Durum Shipments Originating  
from Each CRD, 2003-04  
-1,000 Bu-**



# Destinations for Durum Shipments

2003-04

## Crop Reporting District

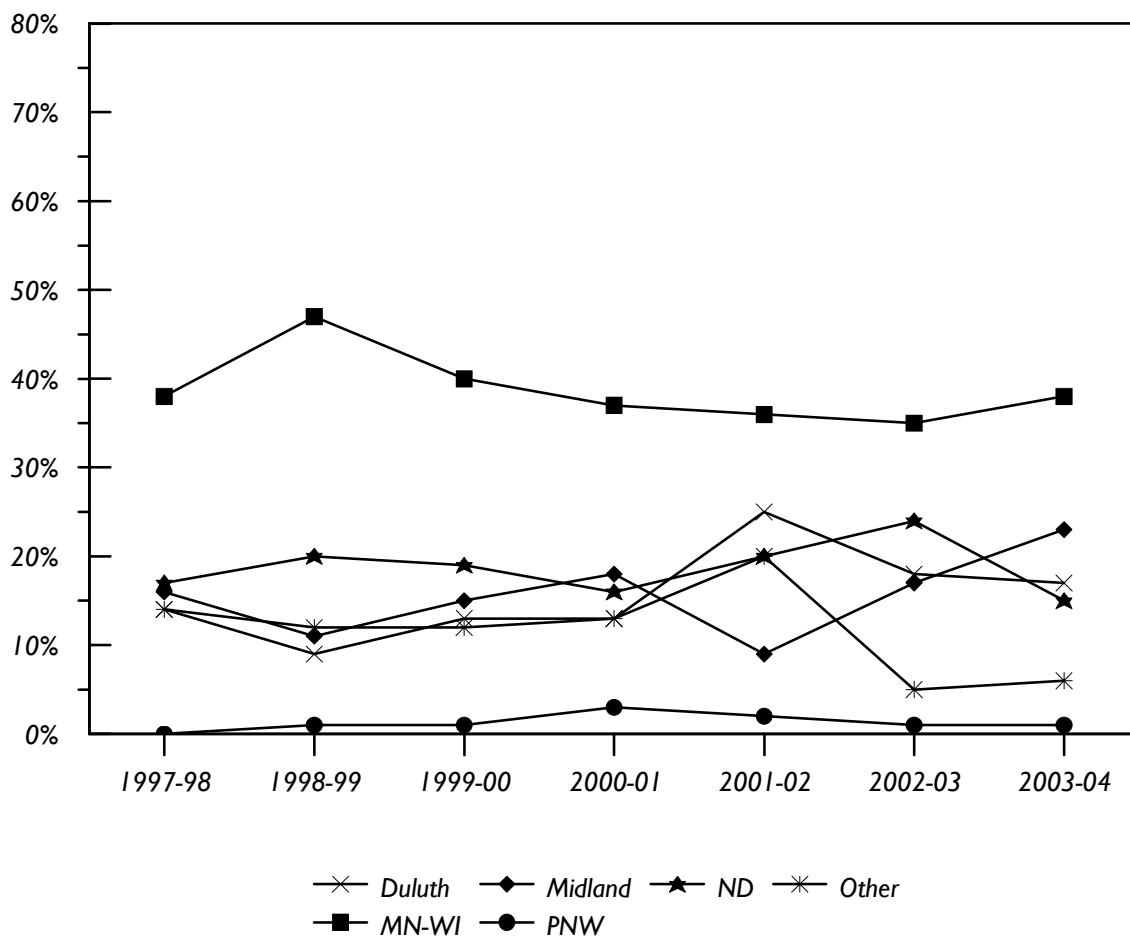


**All North Dakota**

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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%	
2002-03	7,990	16,101	7,773	365	45,327
	18%	36%	17%	1%	
2003-04	8,935	20,578	12,376	800	53,946
	17%	38%	23%	1%	

**Destinations for Durum Shipments**



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

	<u>CRD 1</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	14%	39%	20%	0%	21%	6%	29,714
1998-99	7%	51%	9%	2%	26%	5%	28,588
1999-00	8%	42%	16%	1%	25%	8%	35,273
2000-01	12%	34%	27%	3%	20%	4%	39,479
2001-02	29%	28%	10%	2%	29%	2%	34,509
2002-03	21%	24%	21%	0%	32%	2%	29,854
2003-04	18%	24%	32%	1%	19%	5%	31,759

	<u>CRD 2</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	24%	30%	6%	1%	20%	19%	7,204
1998-99	14%	32%	3%	1%	31%	18%	4,622
1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	33%	48%	1%	3%	11%	3%	4,392
2002-03	32%	44%	0%	0%	15%	8%	2,146
2003-04	37%	45%	0%	0%	17%	0%	2,478

	<u>CRD 3</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	36%	28%	3%	2%	16%	15%	6,519
1998-99	19%	46%	2%	0%	19%	15%	4,324
1999-00	24%	29%	15%	0%	17%	14%	8,131
2000-01	26%	26%	8%	2%	17%	22%	8,864
2001-02	41%	18%	3%	1%	9%	29%	6,251
2002-03	31%	40%	2%	0%	13%	14%	2,535
2003-04	15%	50%	15%	0%	8%	12%	4,187

	<u>CRD 4</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	1%	37%	20%	0%	10%	32%	7,351
1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	7%	18%	21%	1%	3%	50%	5,954
2000-01	6%	17%	9%	2%	14%	53%	8,838
2001-02	12%	28%	18%	0%	21%	21%	5,095
2002-03	1%	36%	24%	0%	16%	23%	3,752
2003-04	7%	63%	16%	0%	10%	4%	5,305

	<u>CRD 5</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	12%	49%	14%	2%	1%	23%	2,484
1998-99	13%	49%	18%	0%	11%	10%	3,126
1999-00	21%	48%	14%	0%	9%	7%	3,250
2000-01	17%	49%	15%	1%	11%	8%	3,393
2001-02	15%	52%	11%	13%	2%	7%	2,600
2002-03	14%	51%	11%	0%	6%	19%	1,444
2003-04	10%	54%	9%	0%	12%	15%	2,390

	<u>CRD 6</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	29%	54%	1%	0%	5%	10%	239
1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	34%	51%	2%	3%	2%	7%	1,815
2000-01	27%	35%	8%	0%	1%	30%	1,899
2001-02	44%	31%	2%	6%	1%	16%	752
2002-03	14%	84%	0%	0%	1%	1%	160
2003-04	21%	18%	0%	0%	62%	0%	272

	<u>CRD 7</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	5%	81%	10%	0%	4%	0%	3,469
1998-99	9%	71%	3%	0%	11%	5%	4,995
1999-00	5%	75%	15%	0%	0%	4%	4,321
2000-01	2%	81%	11%	1%	3%	2%	7,601
2001-02	0%	78%	13%	2%	3%	5%	6,910
2002-03	0%	84%	7%	7%	1%	0%	5,216
2003-04	13%	68%	8%	5%	1%	5%	7,099

	<u>CRD 8</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	2%	87%	1%	0%	8%	0%	137
1998-99	0%	98%	1%	0%	1%	0%	285
1999-00	17%	76%	0%	0%	2%	4%	352
2000-01	5%	90%	0%	0%	4%	0%	514
2001-02	2%	92%	0%	0%	5%	0%	348
2002-03	0%	100%	0%	0%	0%	0%	110
2003-04	0%	92%	3%	0%	5%	0%	185

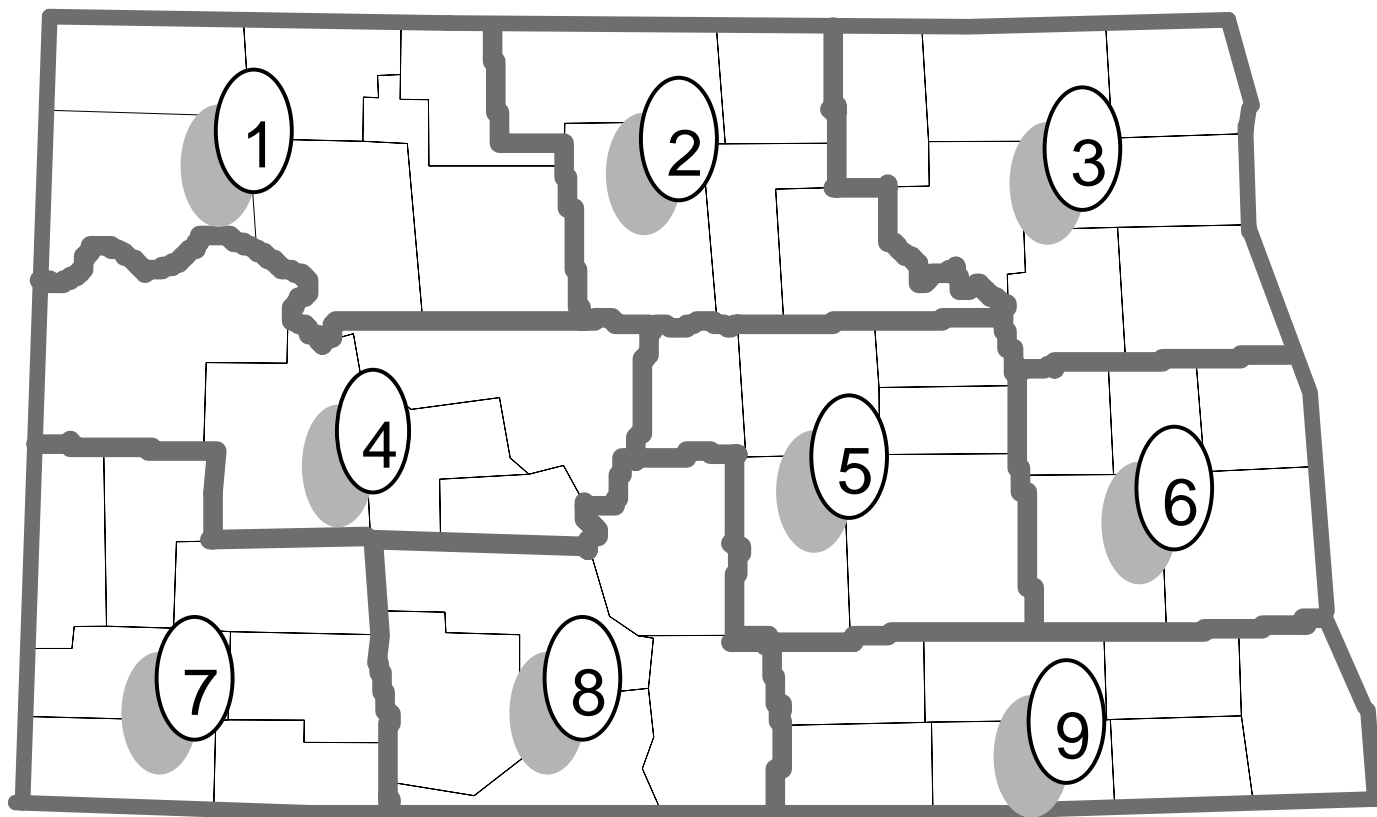
	<u>CRD 9</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	22%	45%	6%	0%	1%	26%	429
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	844
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271



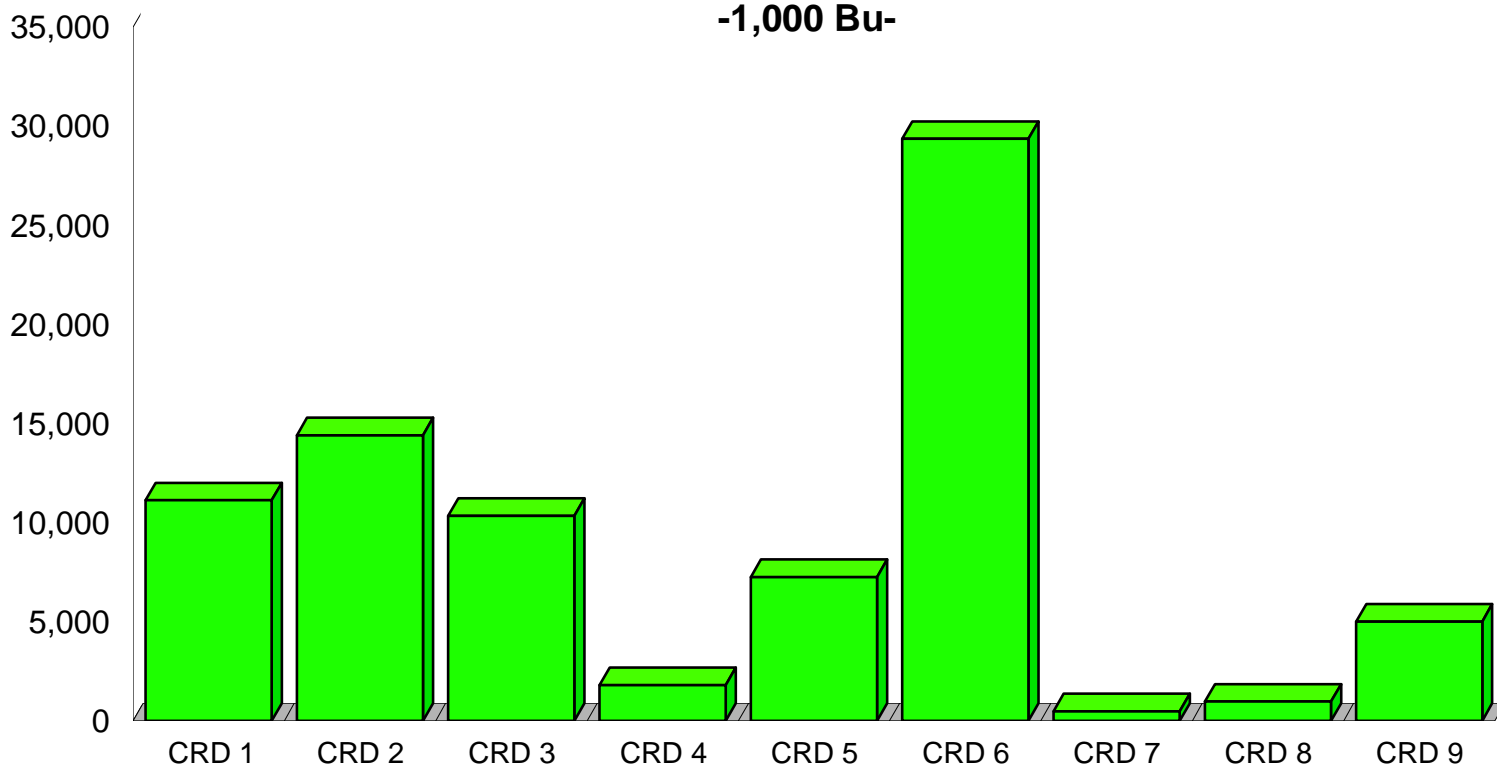


*Barley*

## NORTH DAKOTA CROP REPORTING DISTRICTS



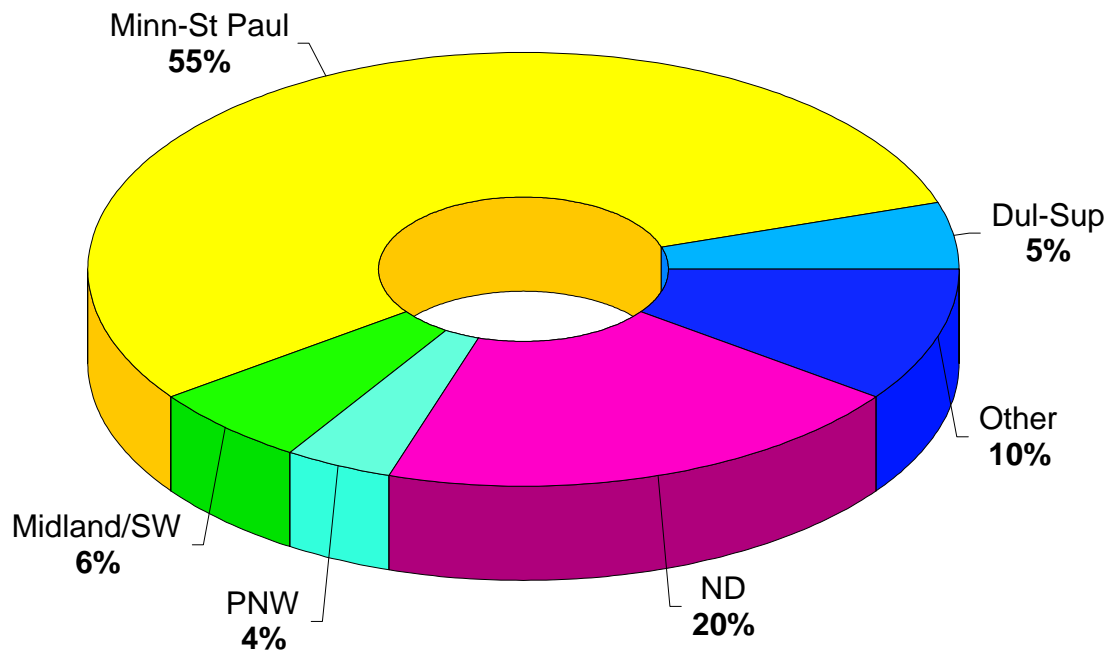
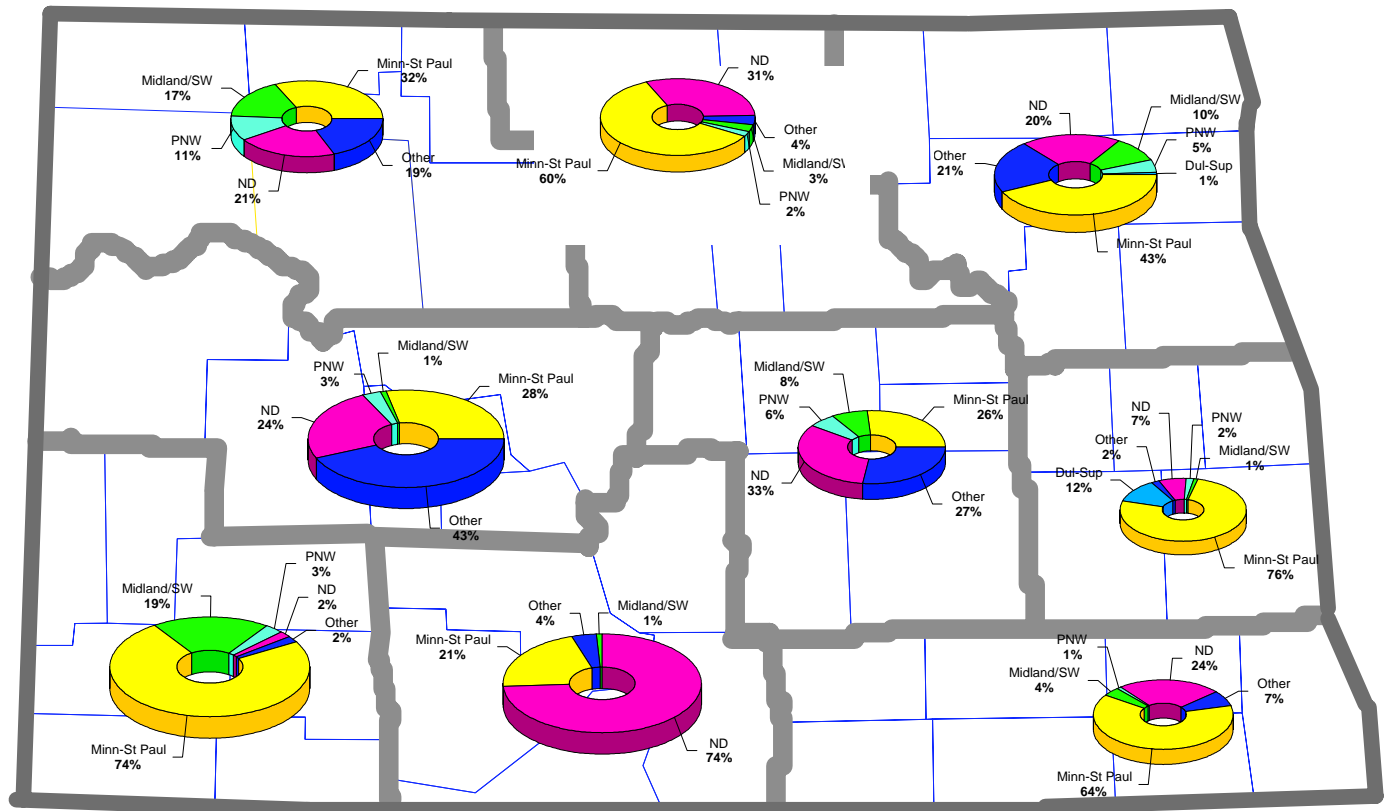
**Barley Shipments Originating  
from Each CRD, 2003-04**  
-1,000 Bu-



# Destinations for Barley Shipments

2003-04

Crop Reporting District

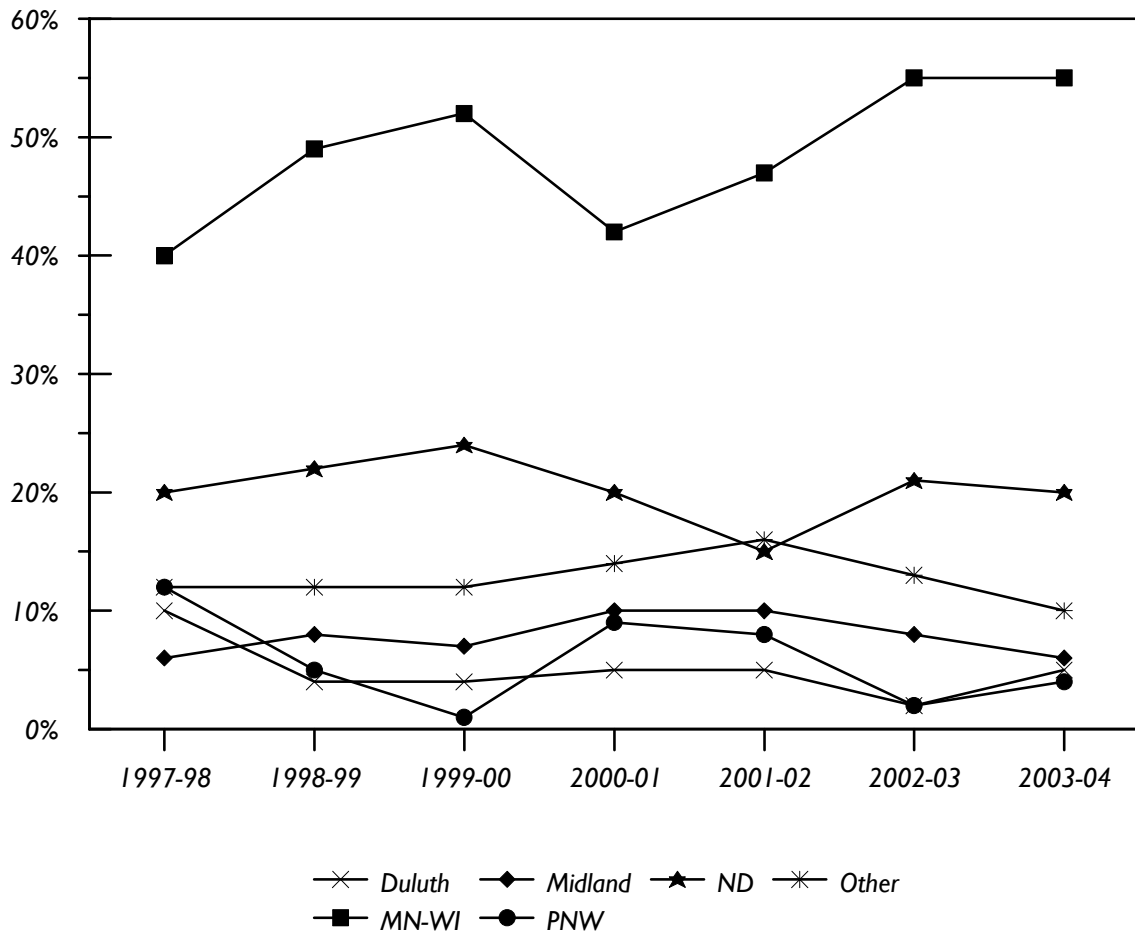


**All North Dakota**

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

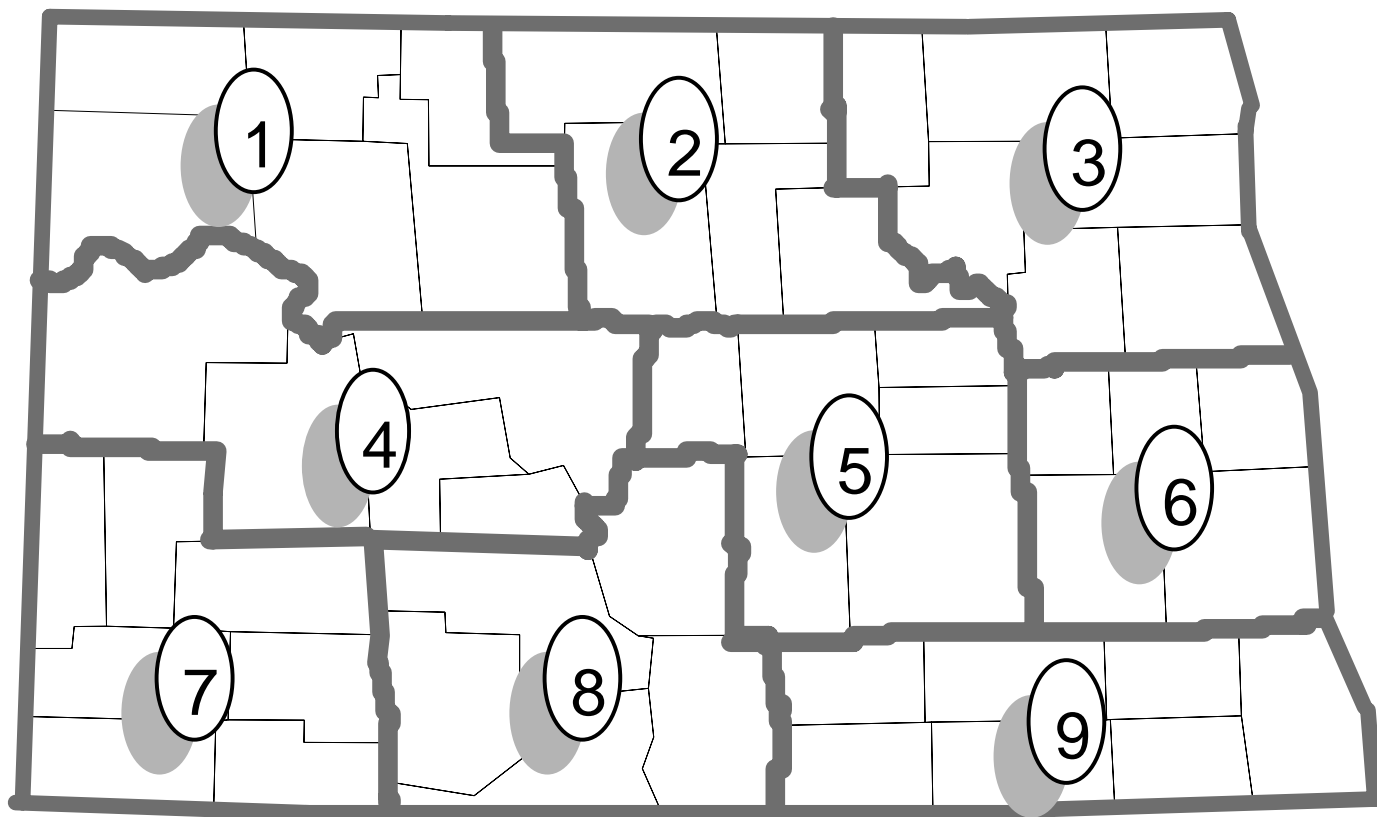
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	9,213	38,712	5,902	10,818	94,005
	10%	40%	6%	12%	
1998-99	3,400	43,999	7,642	4,314	90,892
	4%	48%	8%	5%	
1999-00	3,245	38,569	5,256	738	74,142
	4%	52%	7%	1%	
2000-01	4,361	35,357	8,278	7,266	84,531
	5%	42%	10%	9%	
2001-02	3,435	32,049	6,744	5,151	67,994
	5%	47%	10%	8%	
2003-03	1,325	33,981	4,612	1,030	61,485
	2%	55%	8%	2%	
2003-04	3,773	44,546	4,657	3,029	80,768
	5%	55%	6%	4%	

**Destinations for Barley Shipments**

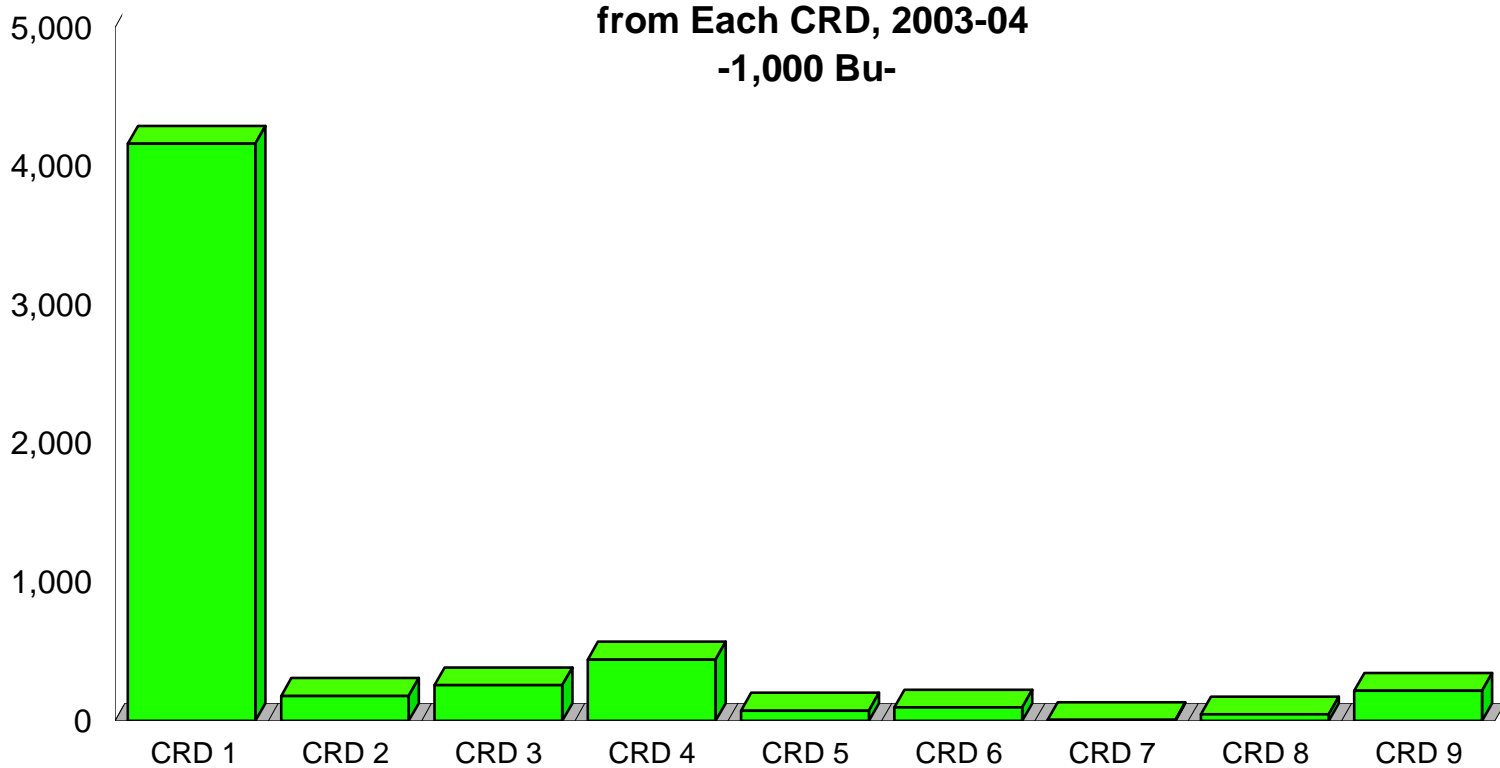


*Oats*

## NORTH DAKOTA CROP REPORTING DISTRICTS



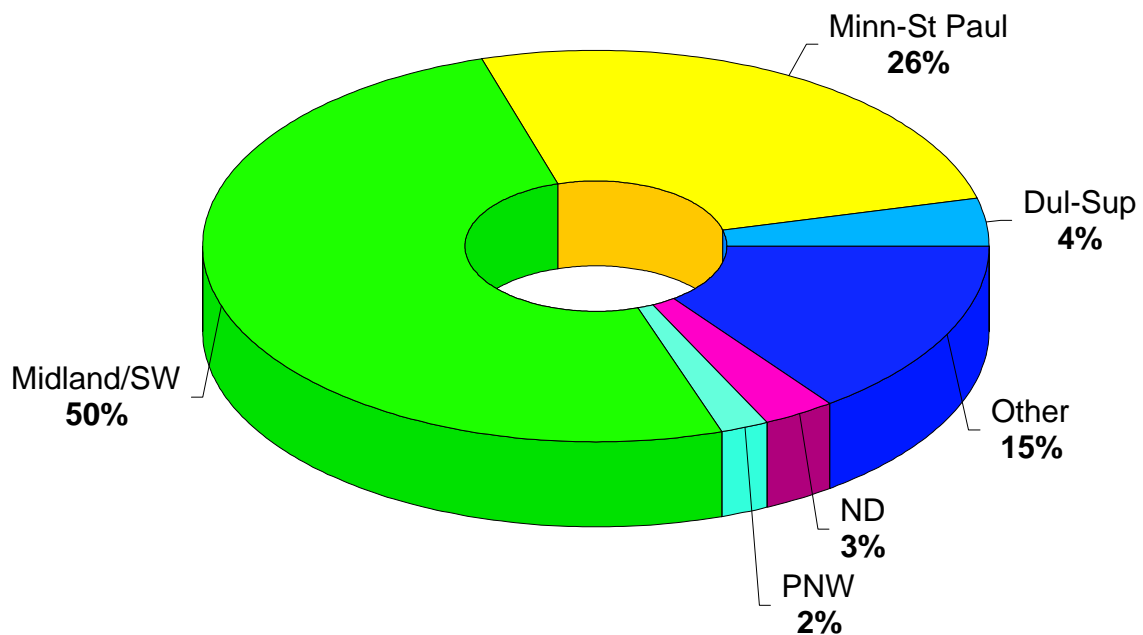
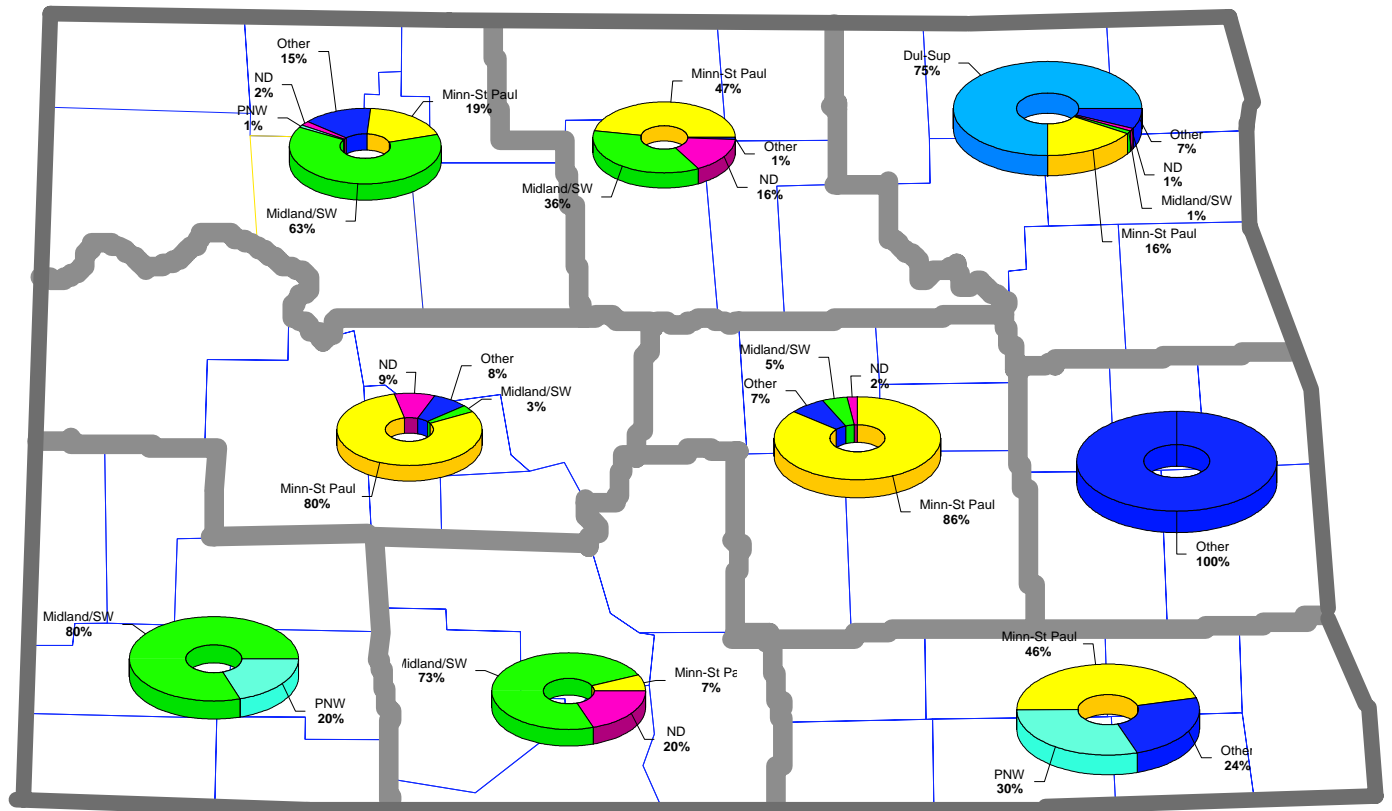
**Oat Shipments Originating  
from Each CRD, 2003-04  
-1,000 Bu-**



# Destinations for Oat Shipments

2003-04

## Crop Reporting District



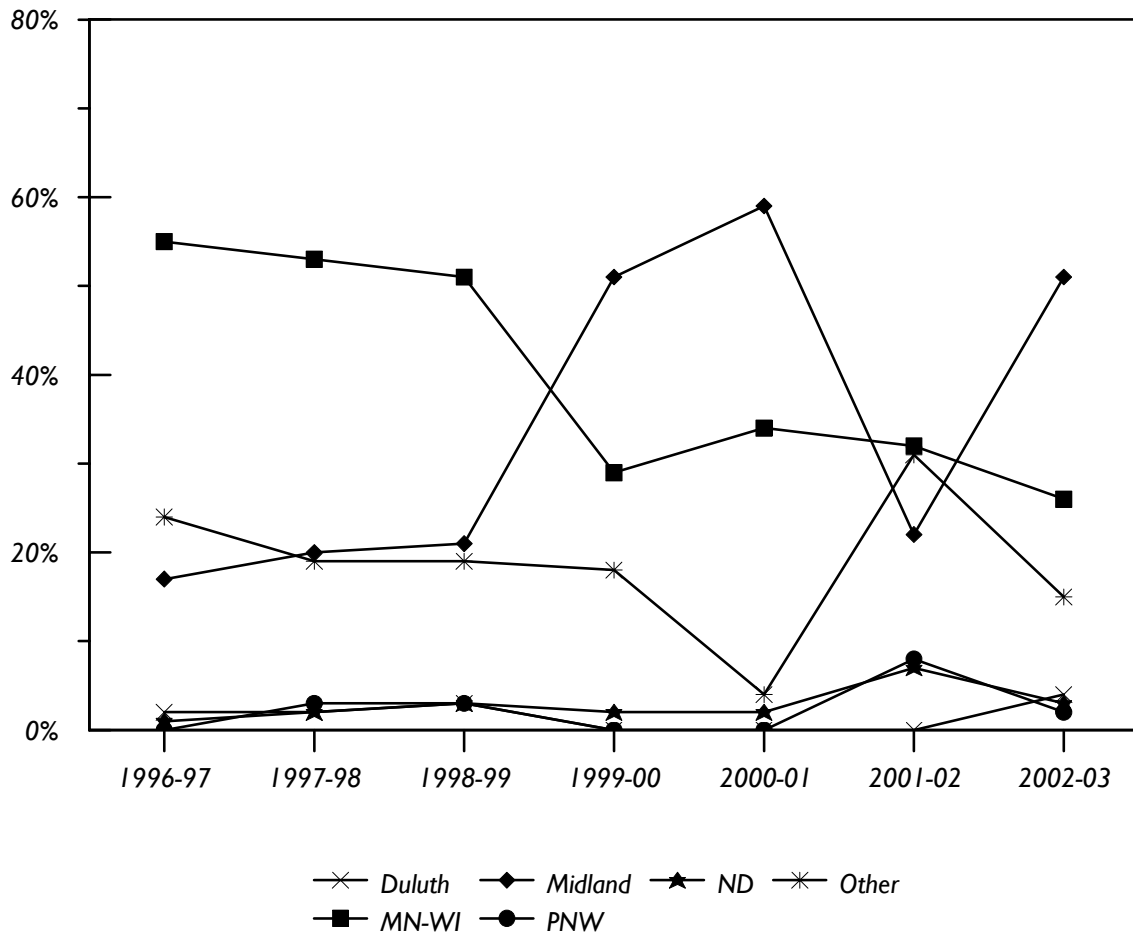
**All North Dakota**



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

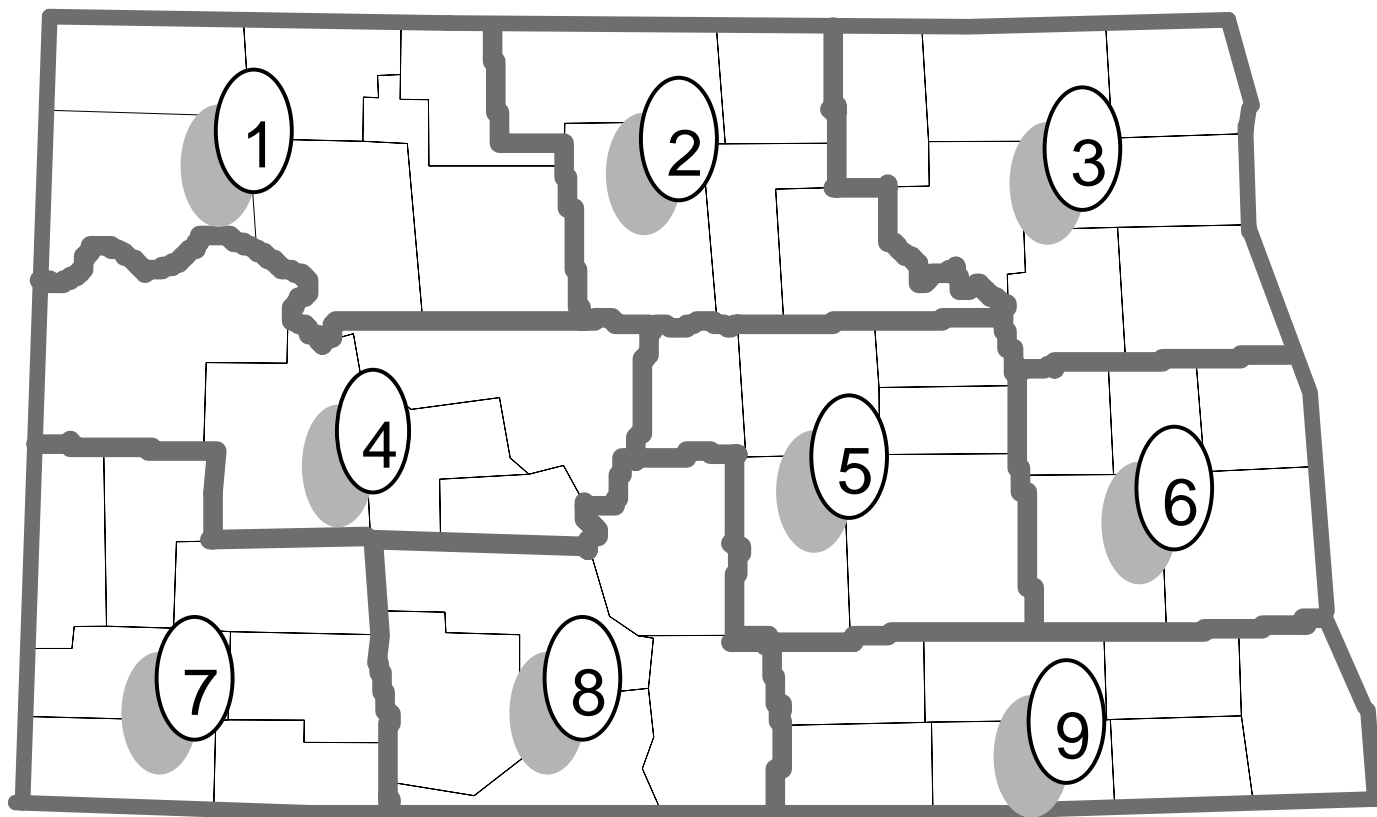
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	101	1,602	667	91	3,128
	2%	53%	20%	3%	
1998-99	20	782	392	53	2,273
	1%	34%	17%	2%	
1999-00	18	1,475	2,556	2	5,034
	0%	29%	51%	0%	
2000-01	0	1,383	2,388	14	4,031
	0%	34%	59%	0%	
2001-02	2	1,471	2,330	550	6,299
	0%	23%	37%	9%	
2002-03	5	1,157	786	202	3,655
	0%	32%	22%	8%	
2003-04	193	1,451	2,782	94	5,487
	4%	26%	51%	2%	

**Destinations for Oat Shipments**

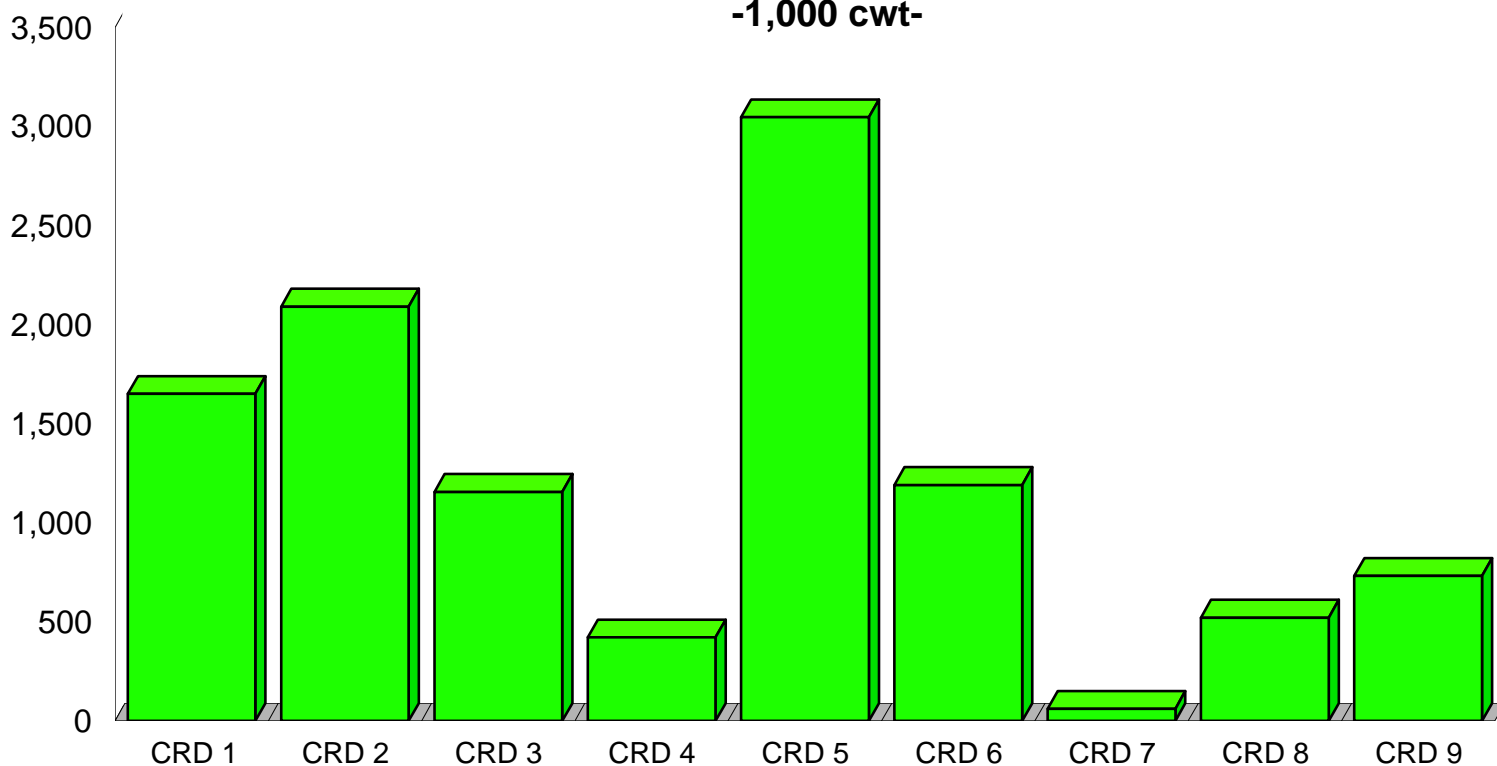


# *Sunflowers*

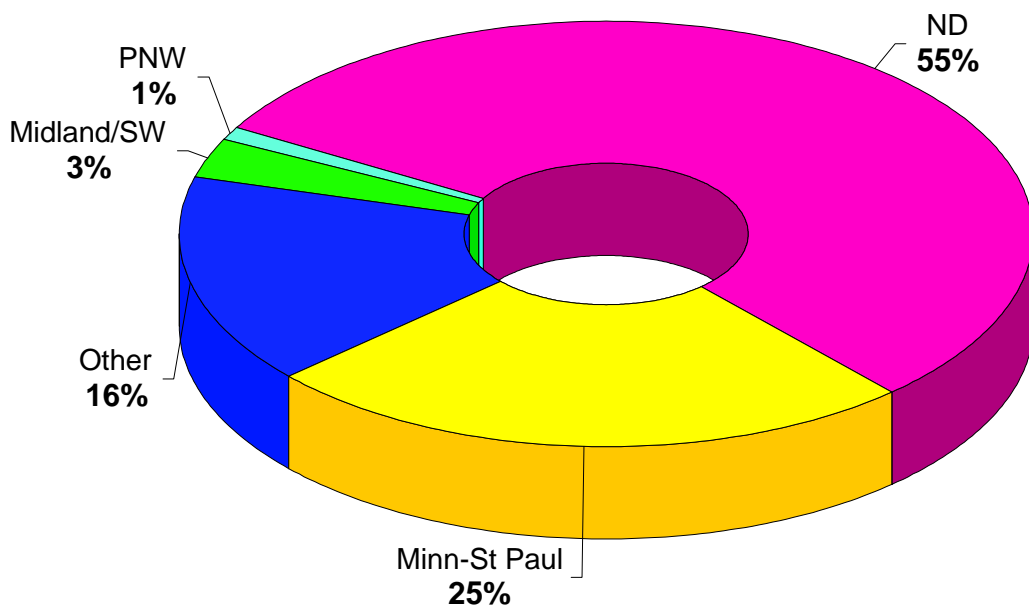
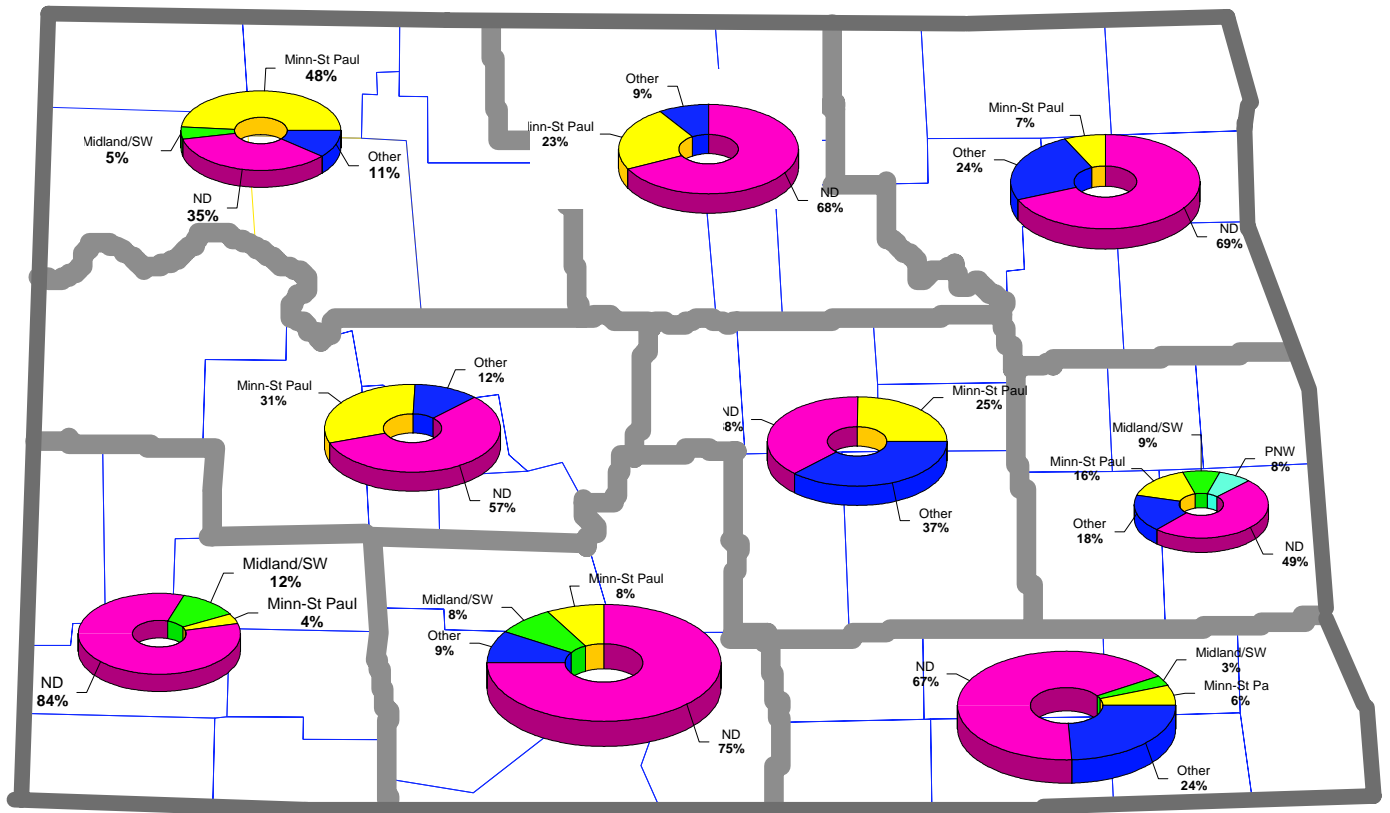
## NORTH DAKOTA CROP REPORTING DISTRICTS



**Sunflower Shipments Originating  
from Each CRD, 2003-04  
-1,000 cwt-**



# Destinations for Sunflower Shipments 2003-04 Crop Reporting District

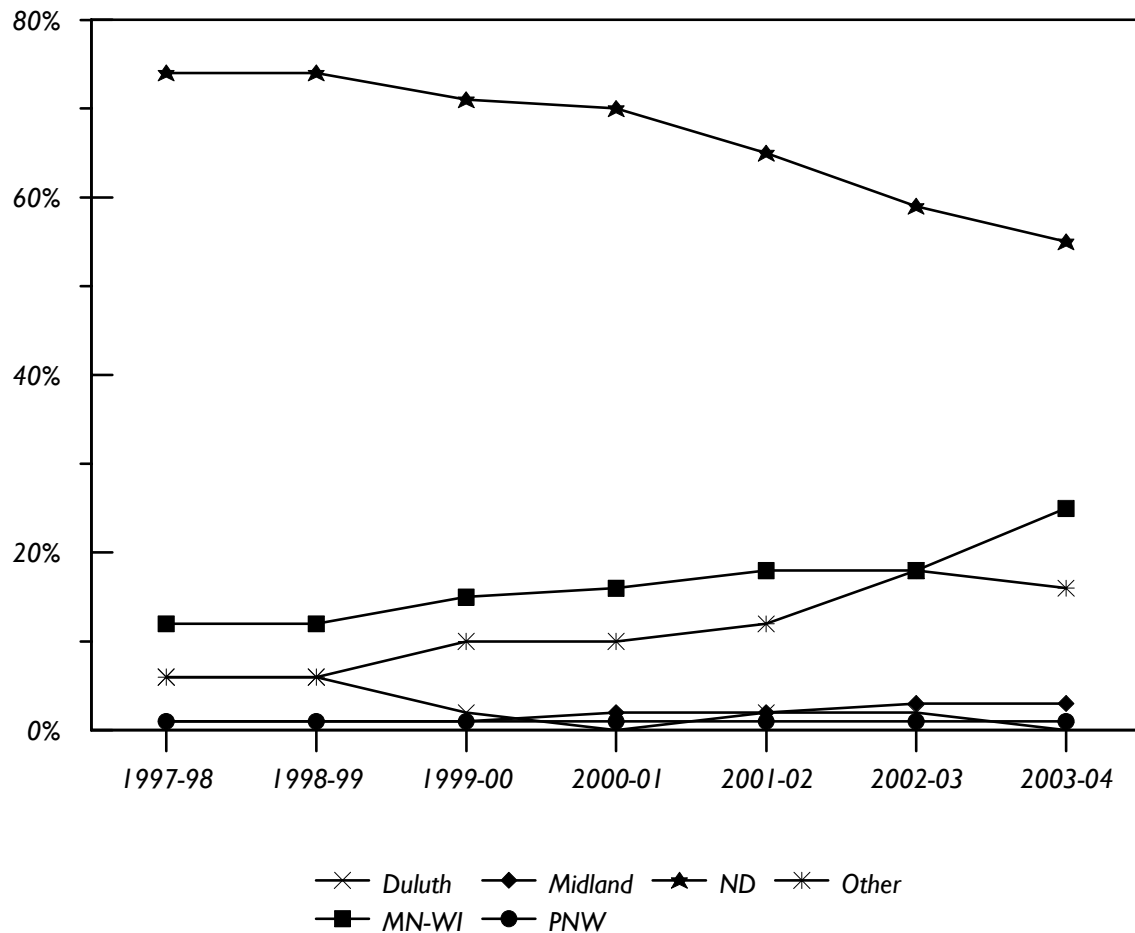


**All North Dakota**

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

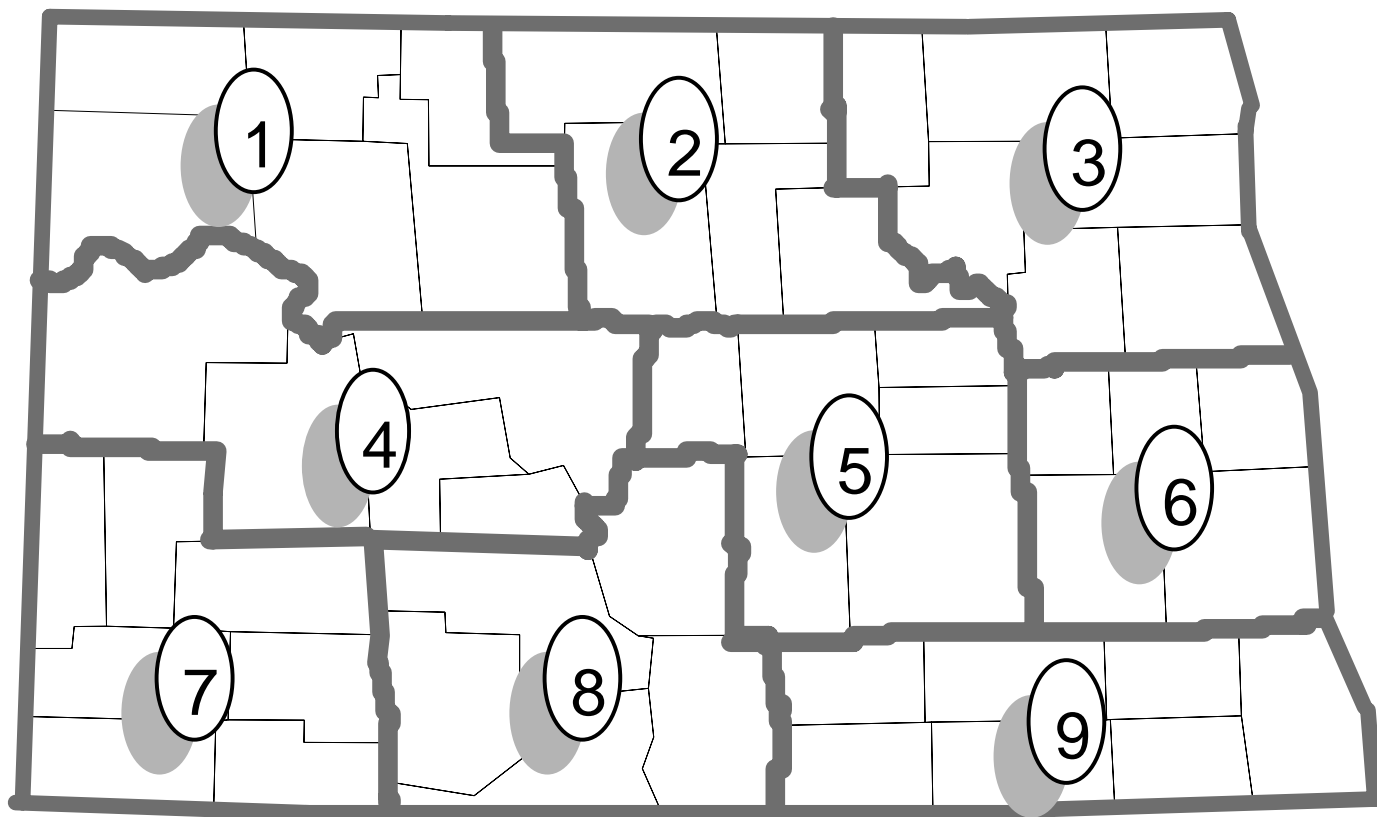
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	890	1,656	171	78	13,940
	6%	12%	1%	1%	
1998-99	925	2,428	159	100	14,634
	6%	17%	1%	1%	
1999-00	221	1,804	153	101	11,773
	2%	15%	1%	1%	
2000-01	4	1,667	261	129	10,693
	0%	16%	2%	1%	
2001-02	201	1,561	135	103	8,891
	2%	18%	2%	1%	
2002-03	3	1,658	312	112	9,155
	2%	18%	3%	1%	
2003-04	9	2,770	279	100	10,873
	0%	25%	3%	1%	

**Destinations for Sunflower Shipments**

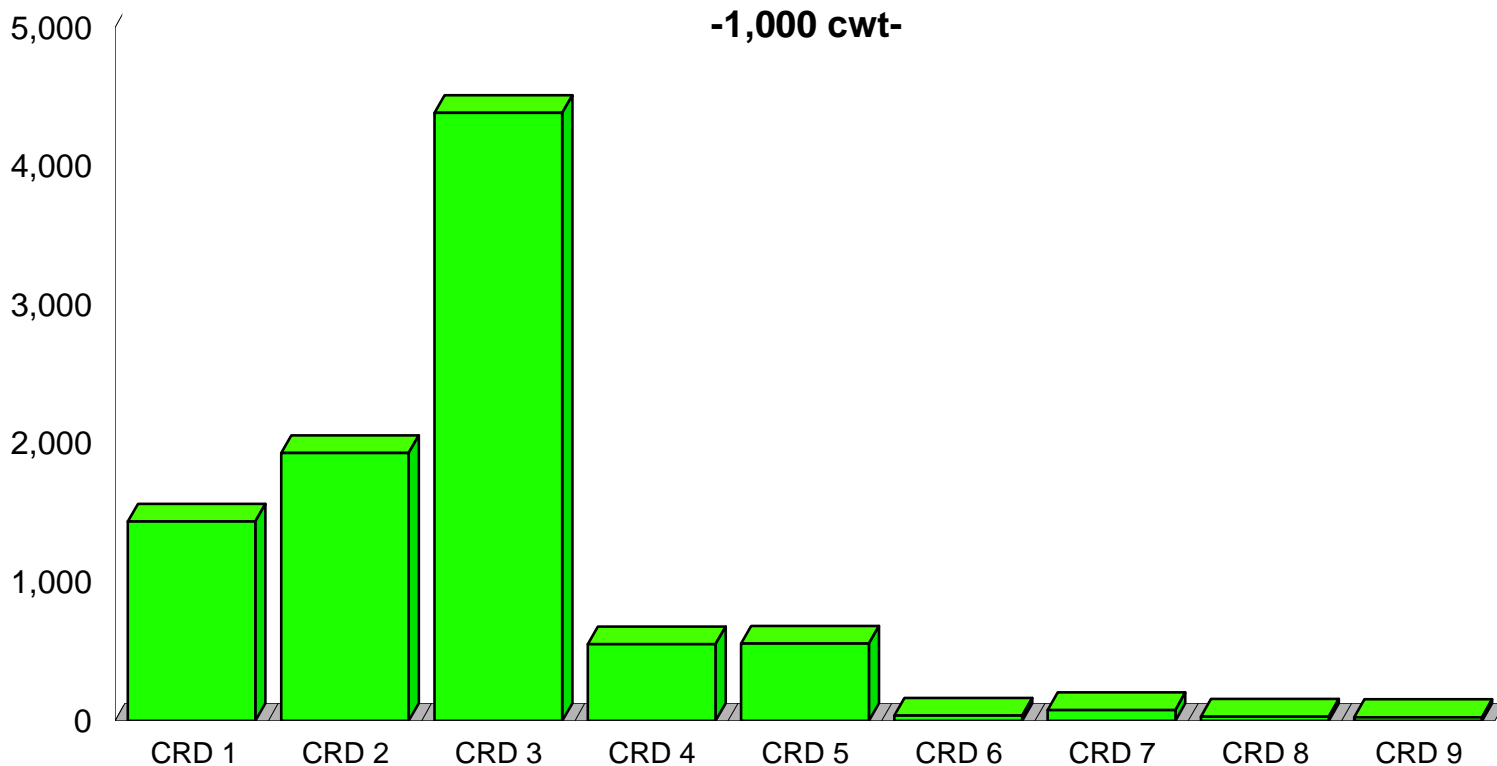


*Canola*

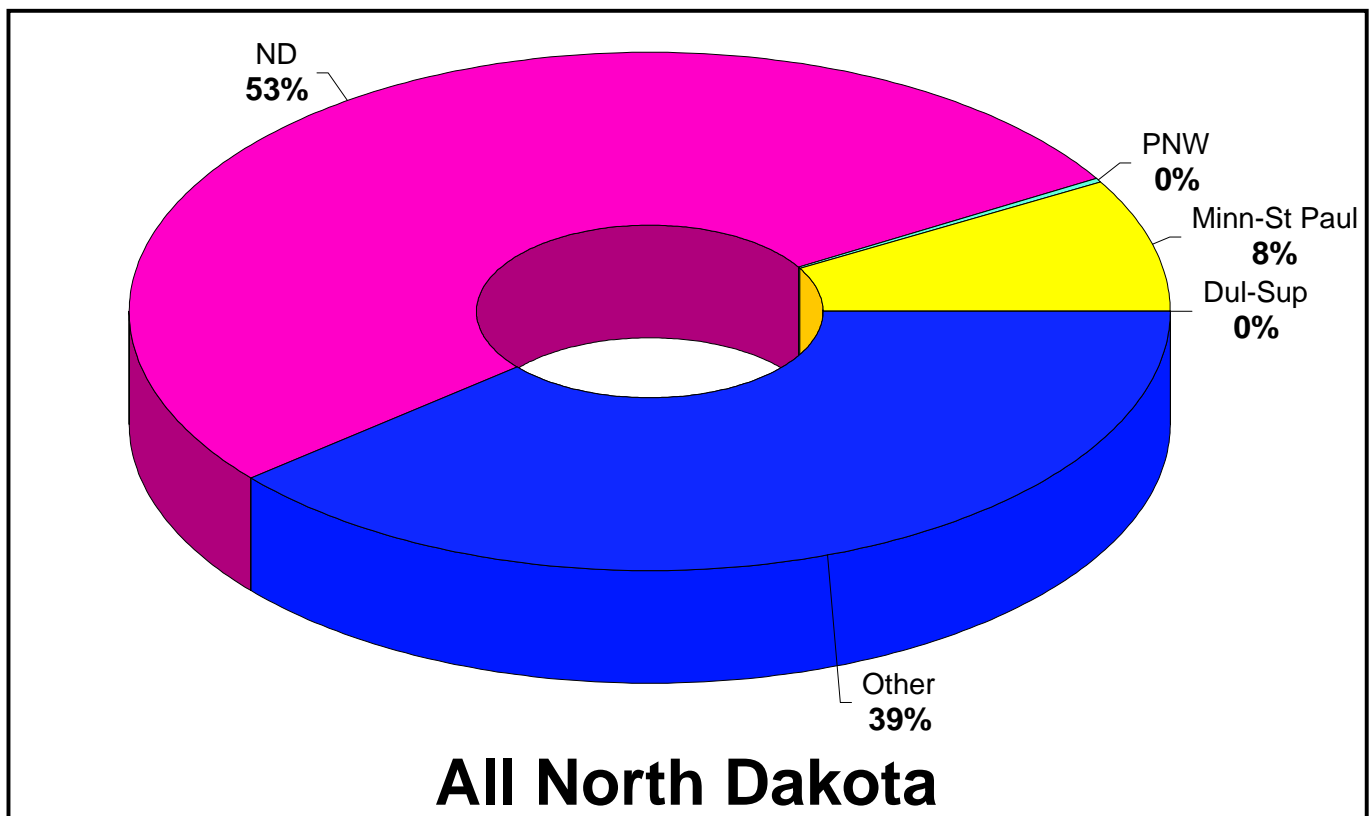
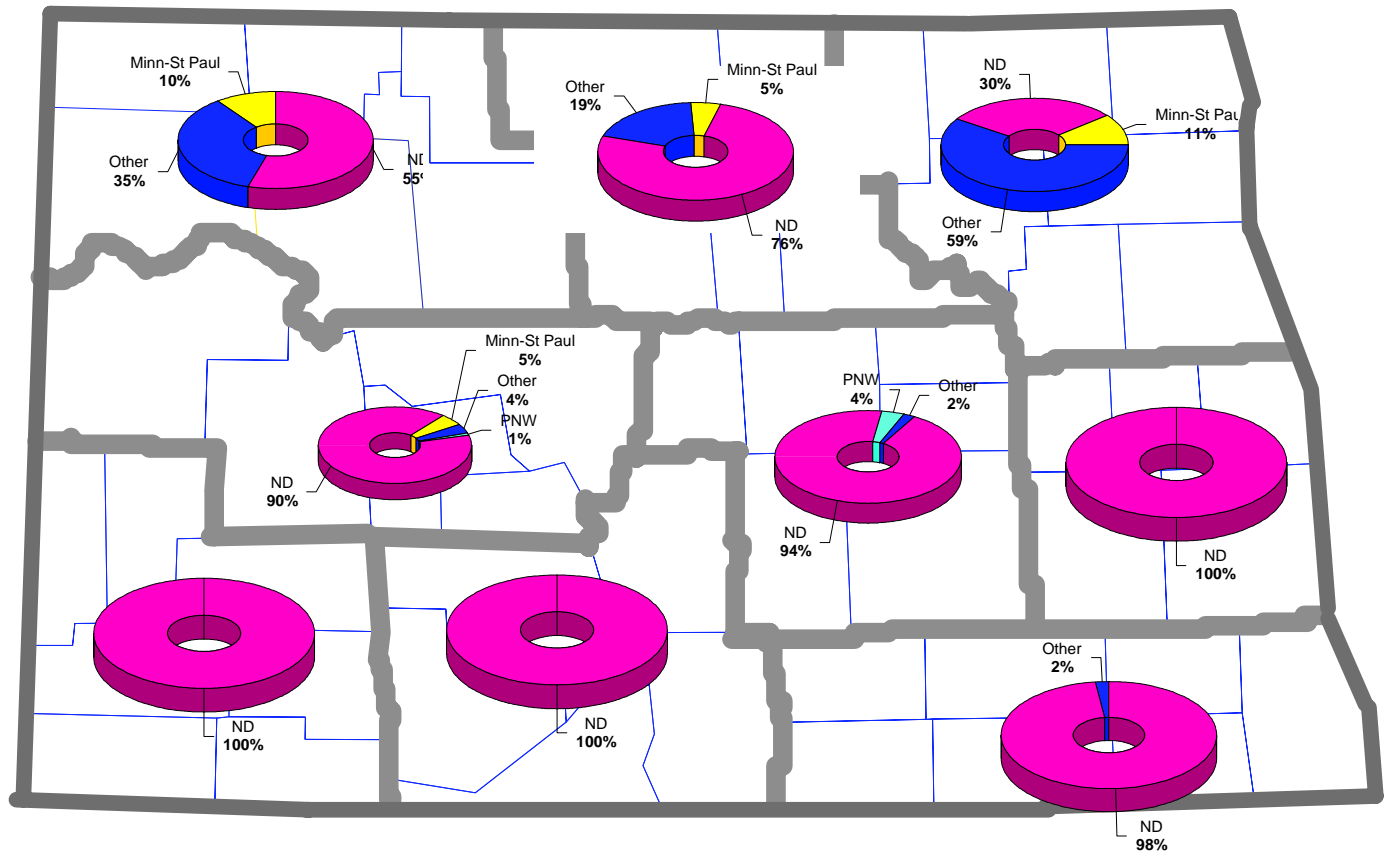
## NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating  
from Each CRD, 2003-04**  
-1,000 cwt-



# Destinations for Canola Shipments 2003-04 Crop Reporting District

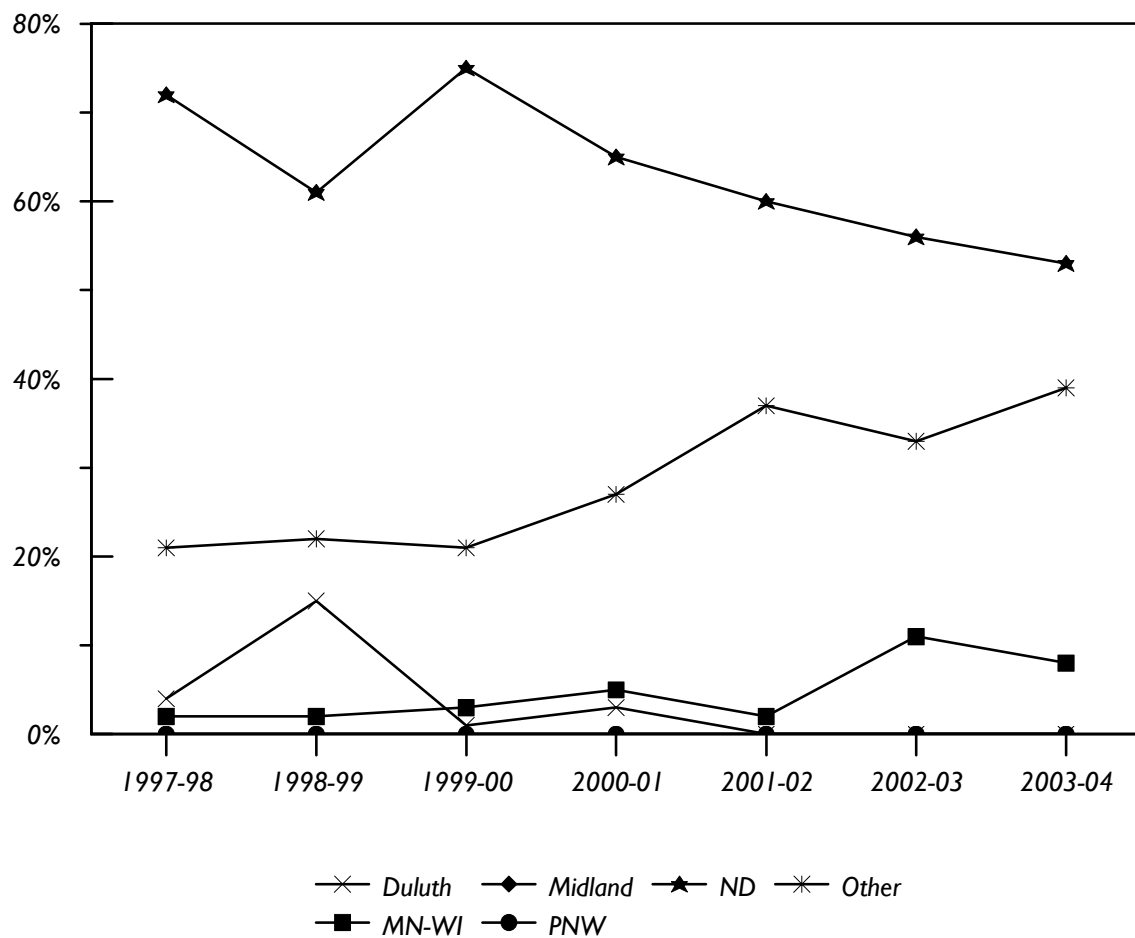




**Trends for Destinations of Canola Shipments from ND**  
(1,000 cwt)

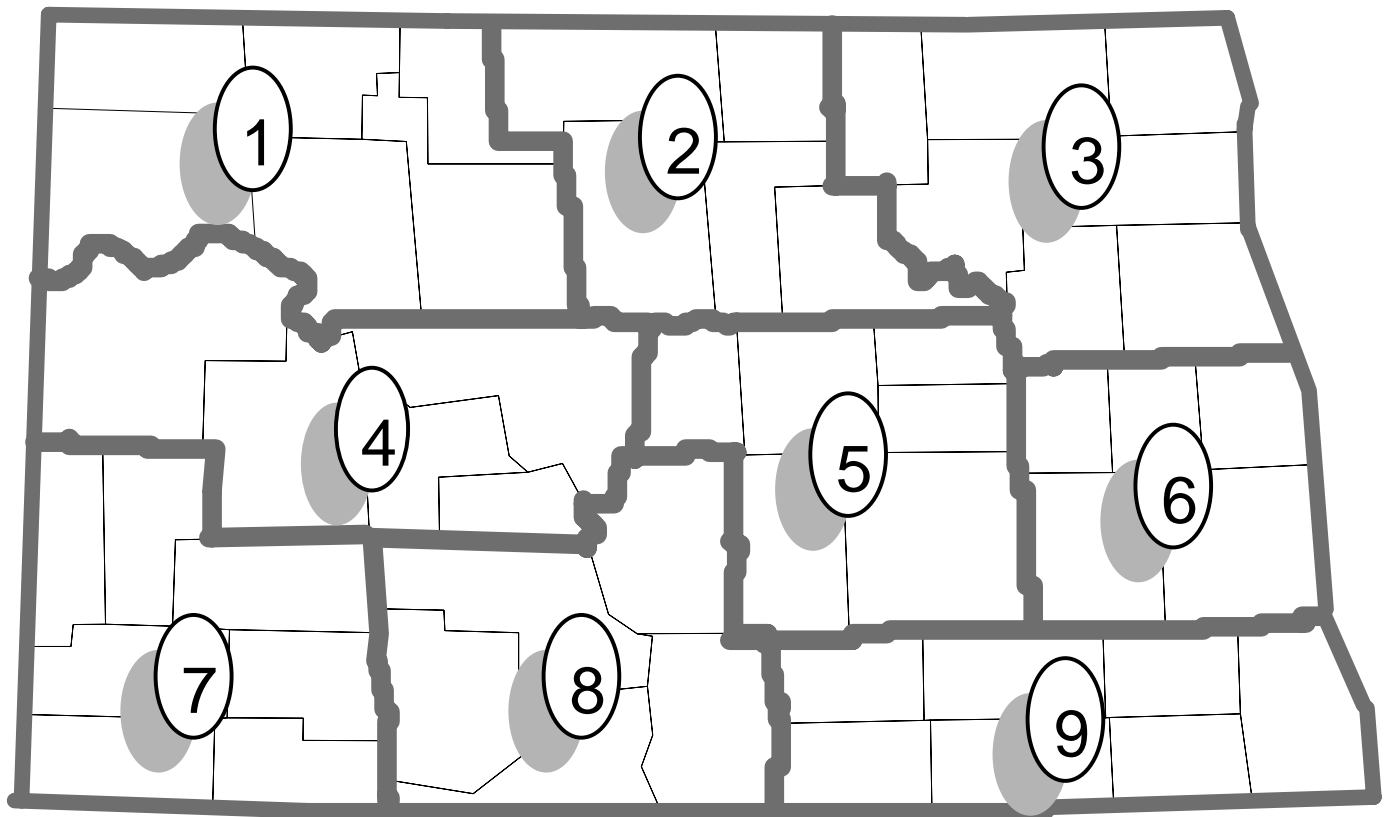
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	260	96	8	2	5,934
	4%	2%	0%	0%	
1998-99	1,685	287	1	0	11,941
	14%	2%	0%	0%	
1999-00	56	224	2	19	7,013
	1%	3%	0%	0%	
2000-01	297	483	7	28	10,233
	3%	5%	0%	0%	
2001-02	26	183	14	0	9,208
	0%	2%	0%	0%	
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	

**Destinations for Canola Shipments**

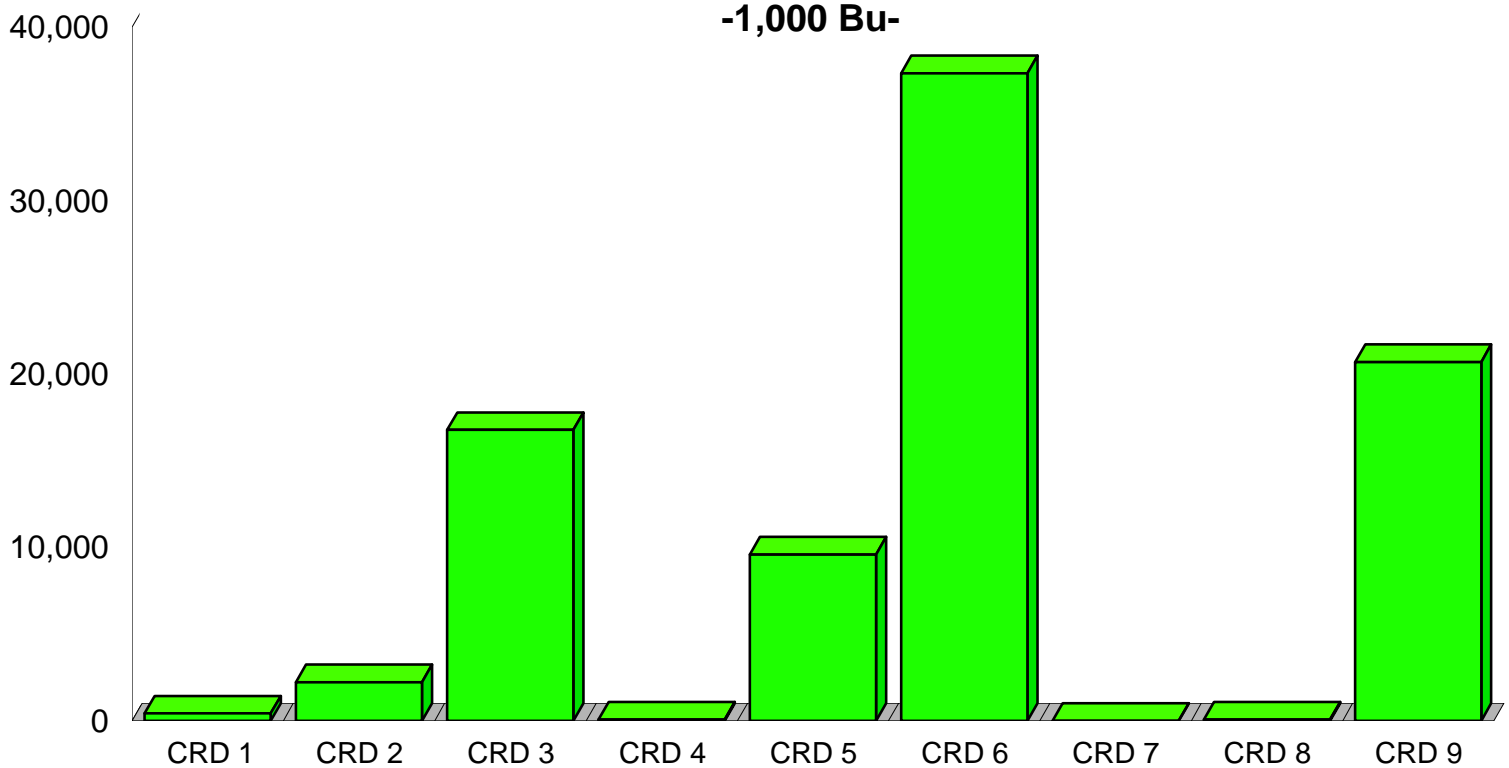


*Soybeans*

## NORTH DAKOTA CROP REPORTING DISTRICTS



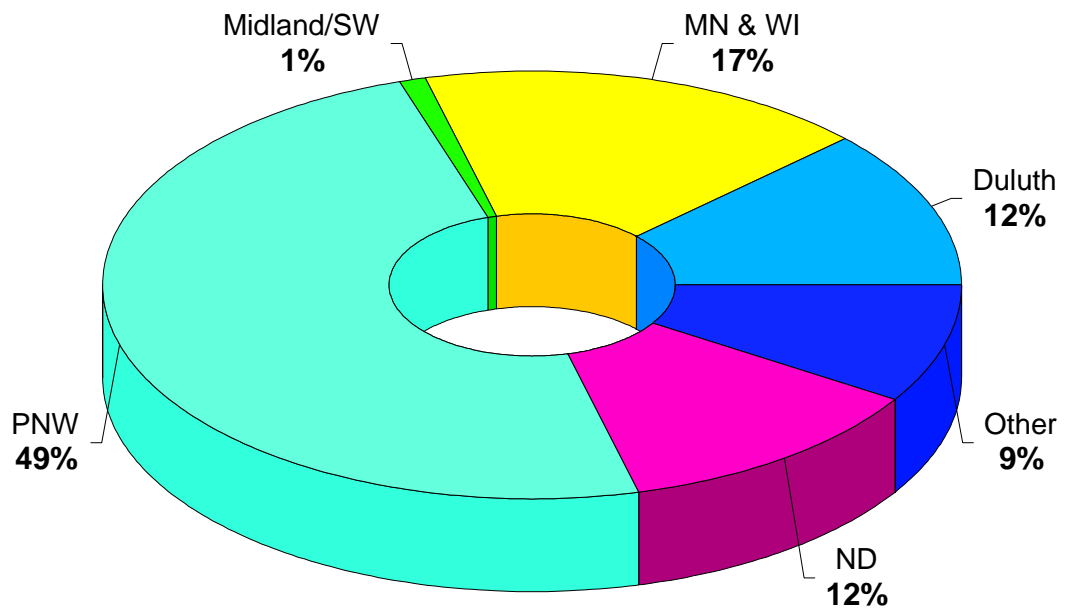
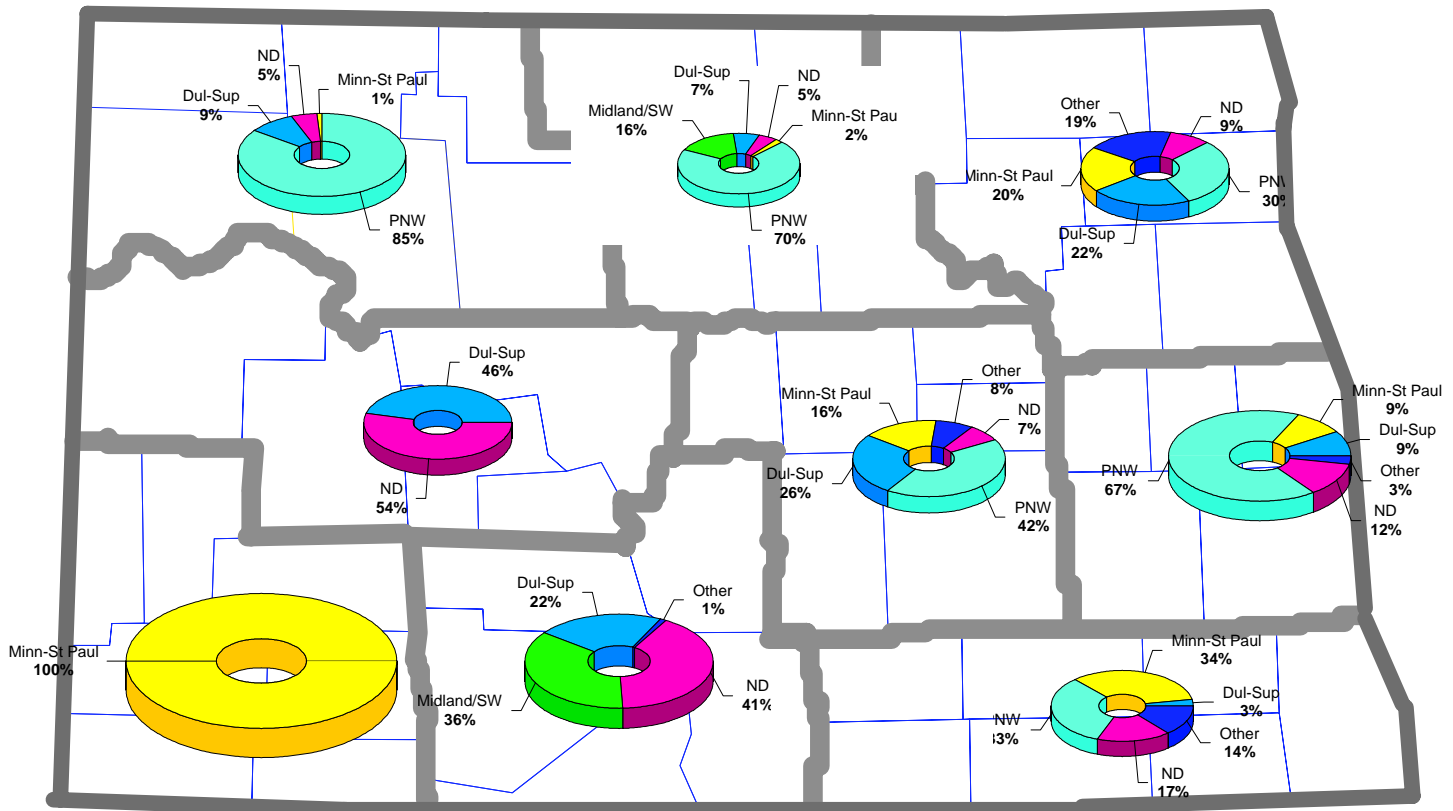
**Soybean Shipments Originating  
from Each CRD, 2003-04**  
-1,000 Bu-



# Destinations for Soybeans Shipments

2003-04

## Crop Reporting District

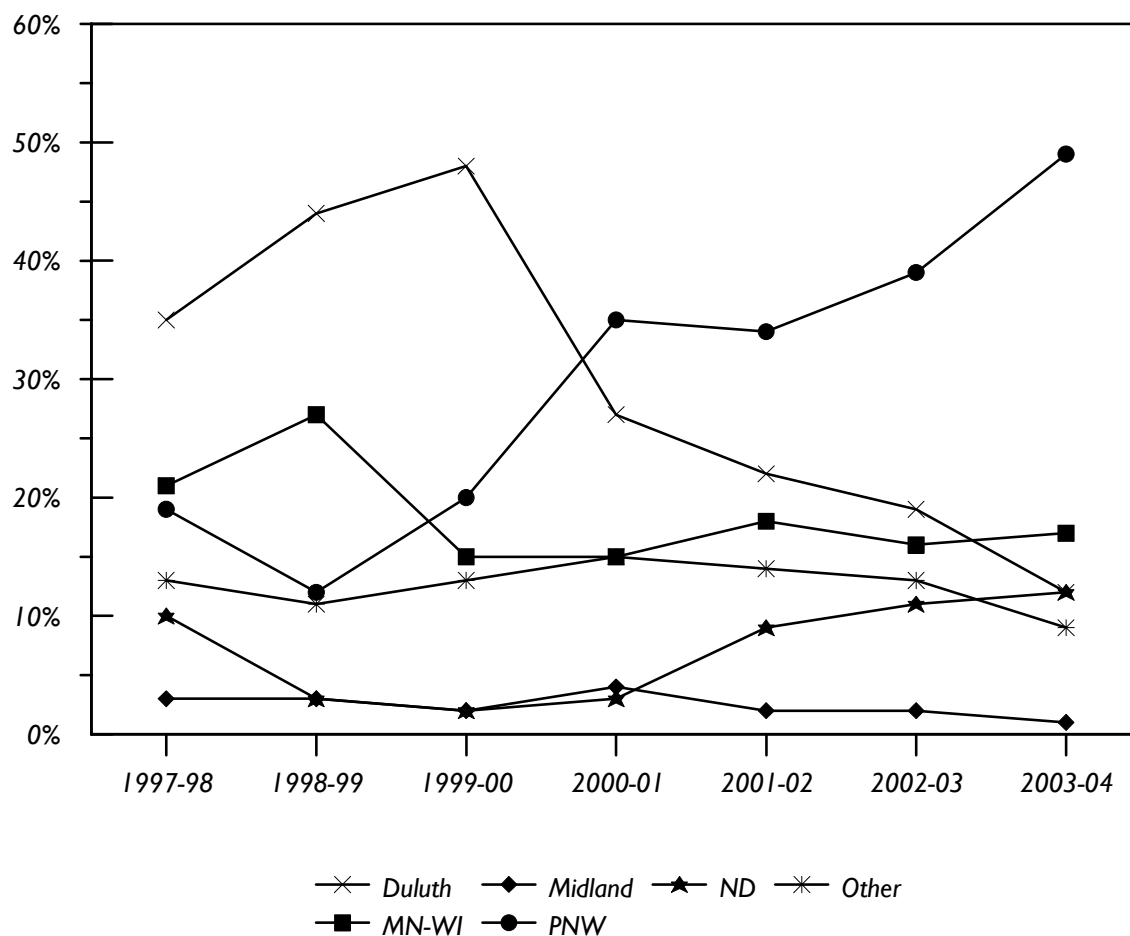


**All North Dakota**

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

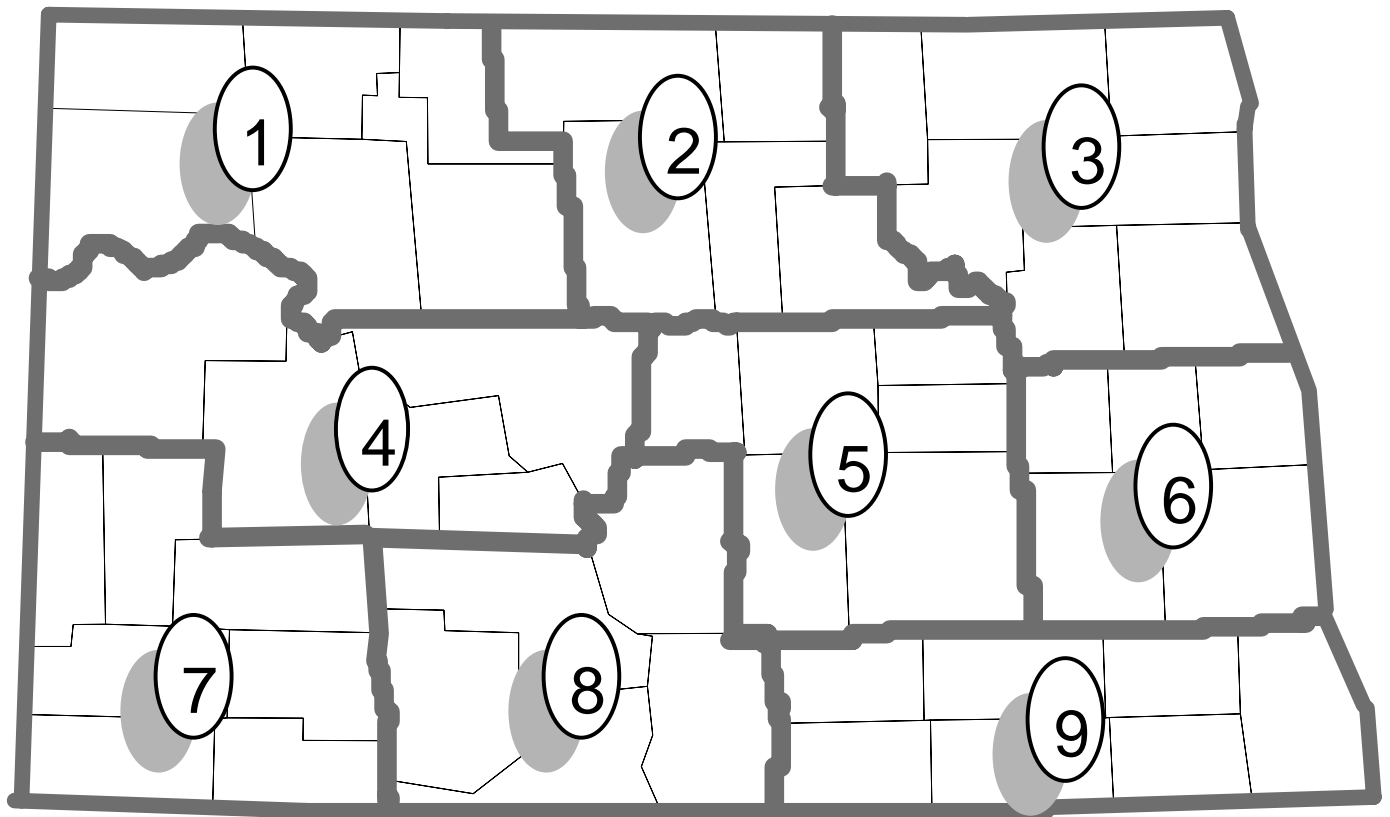
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	9,210	5,112	813	4,751	25,223
	35%	21%	3%	19%	
1998-99	12,978	7,833	854	3,516	29,526
	44%	27%	3%	12%	
1999-00	20,753	6,514	950	8,393	42,668
	48%	15%	2%	20%	
2000-01	13,523	7,372	2,129	17,296	49,617
	27%	15%	4%	35%	
2001-02	13,358	11,022	1,219	20,644	60,153
	22%	18%	2%	34%	
2002-03	15,473	13,053	1,824	32,233	82,784
	19%	16%	2%	39%	
2003-04	10,292	15,216	493	42,919	87,260
	12%	17%	1%	49%	

## Destinations for Soybean Shipments

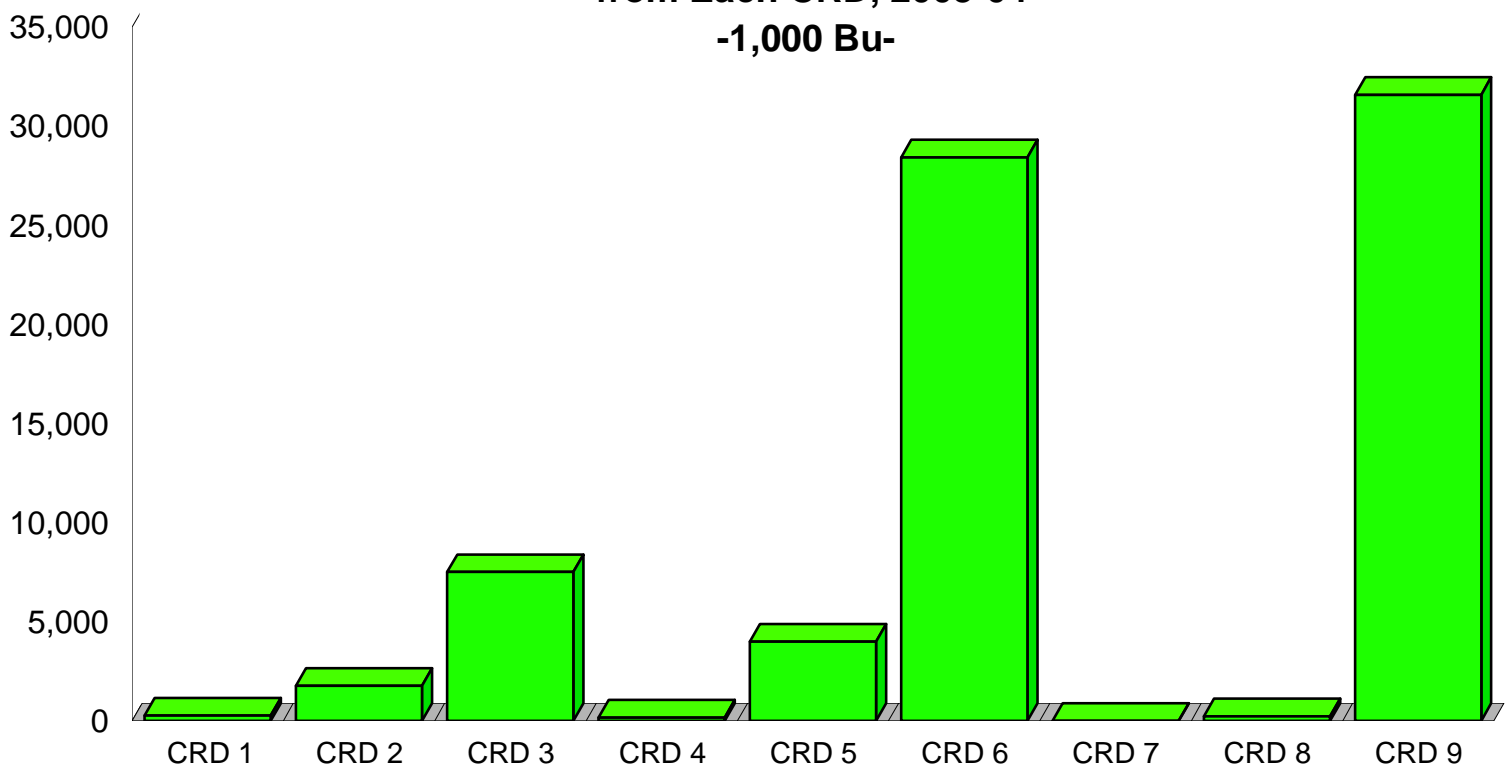


***Corn***

## NORTH DAKOTA CROP REPORTING DISTRICTS



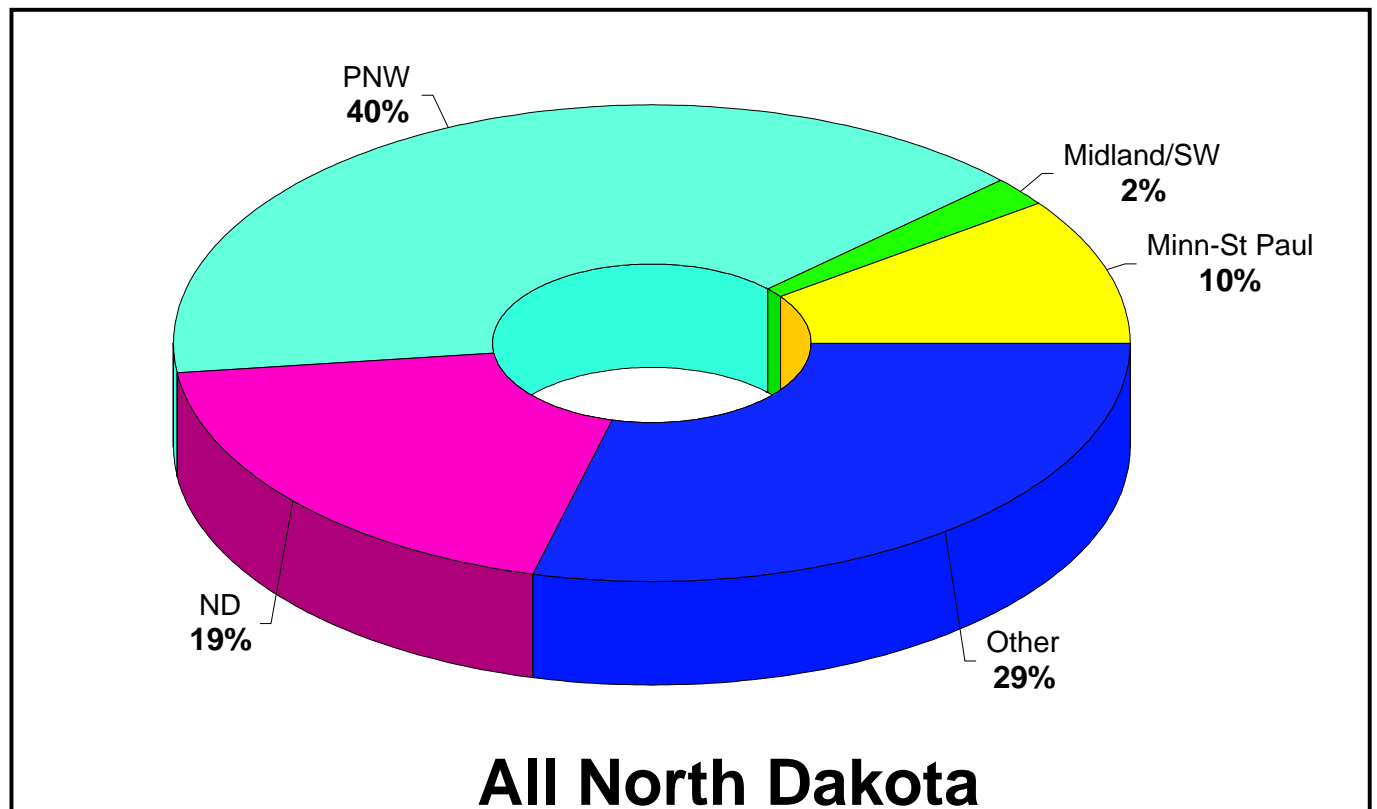
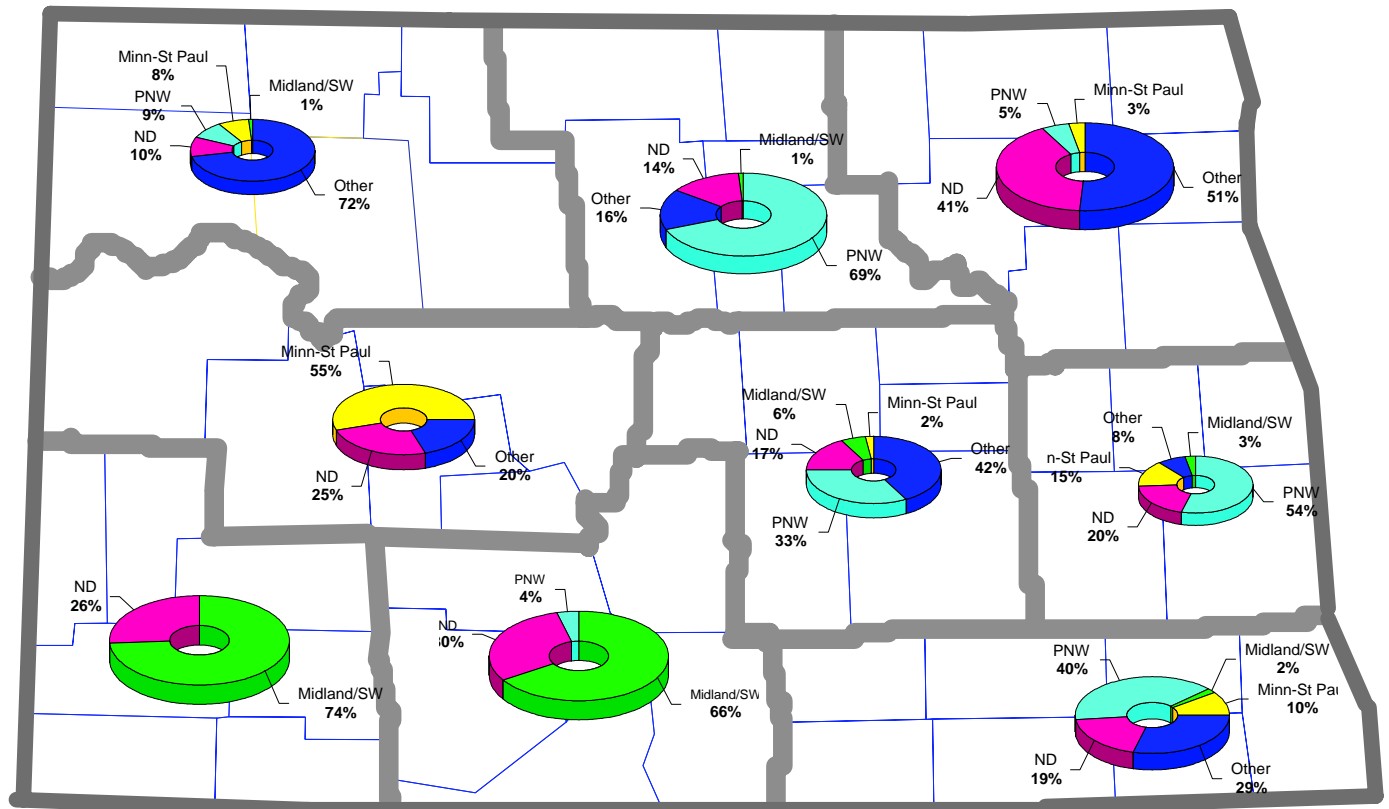
**Corn Shipments Originating  
from Each CRD, 2003-04  
-1,000 Bu-**



# Destinations for Corn Shipments

2003-04

Crop Reporting District

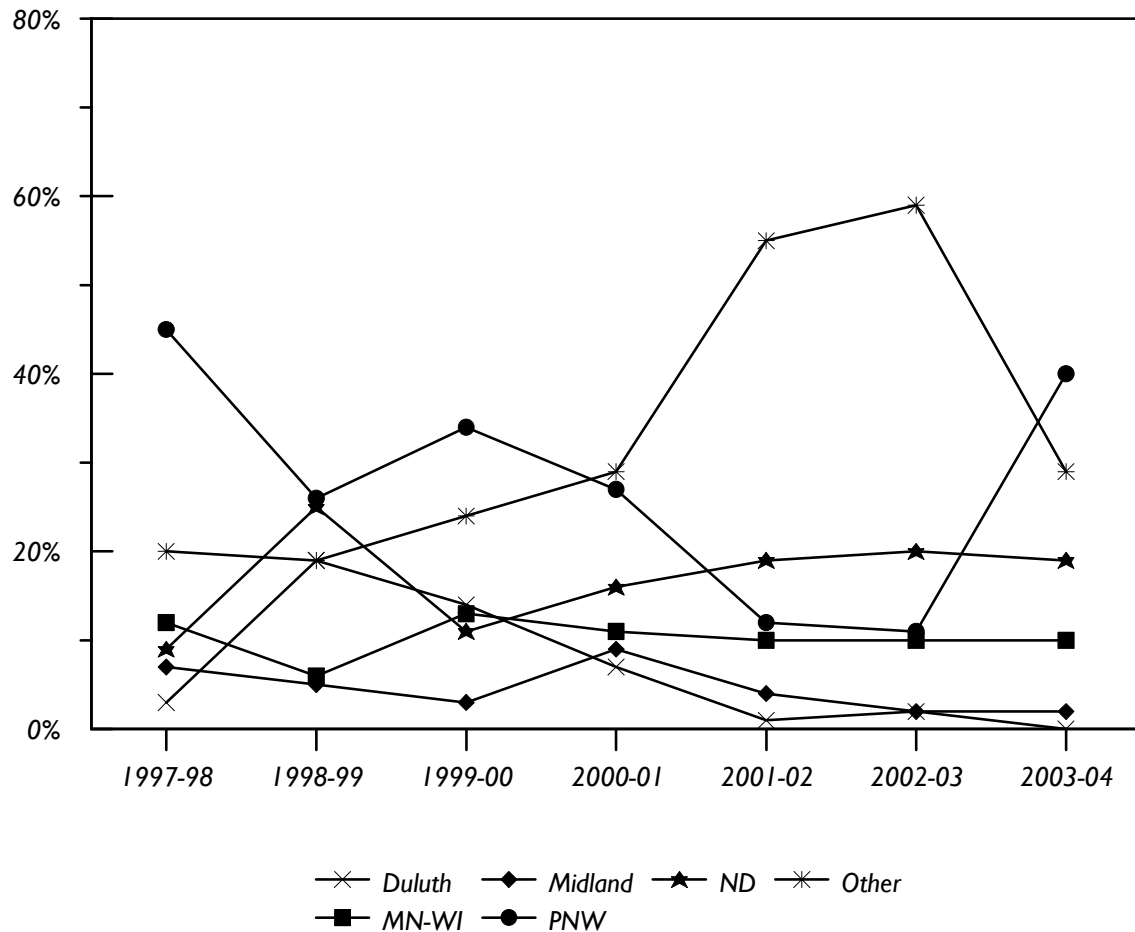


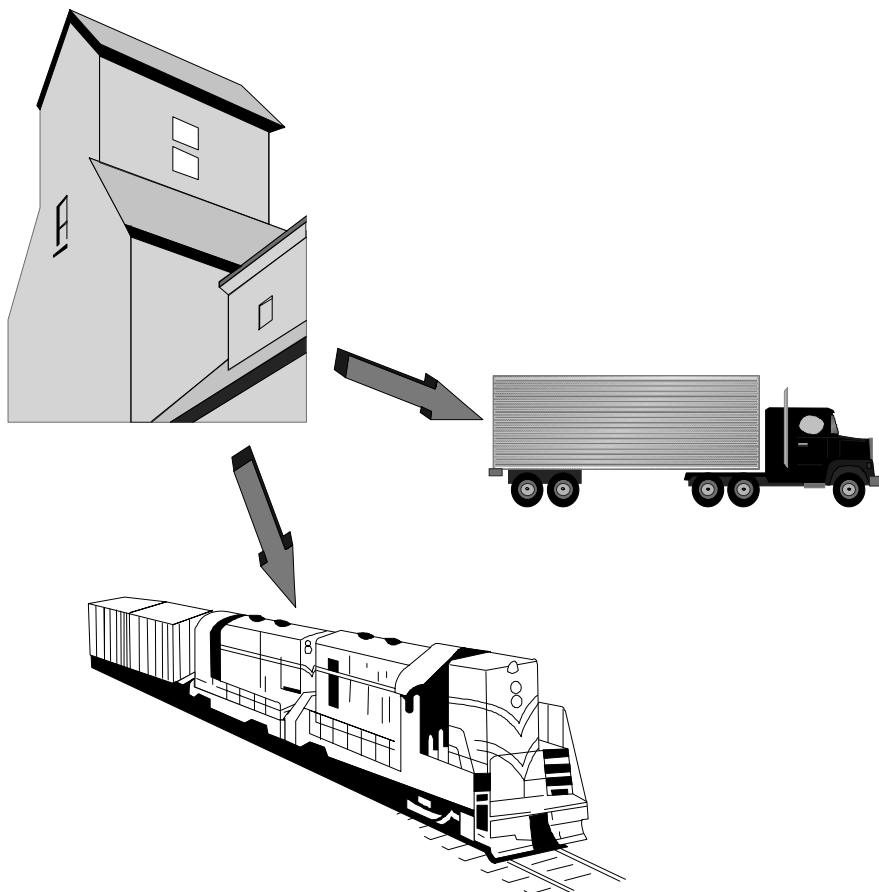


**Trends for Destinations of Corn Shipments from ND**  
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	1,073 3%	3,868 12%	2,317 7%	12,851 45%	28,642
1998-99	7,012 20%	1,994 6%	1,909 5%	9,177 26%	35,886
1999-00	5,577 14%	5,049 13%	1,273 3%	13,084 34%	38,525
2000-01	3,417 7%	5,993 12%	4,585 9%	13,604 27%	51,130
2001-02	315 1%	4,824 10%	1,658 4%	5,447 12%	46,079
2002-03	954 2%	3,886 10%	1,303 2%	6,488 11%	60,147
2003-04	8 0%	7,312 10%	1,399 2%	29,642 40%	73,981

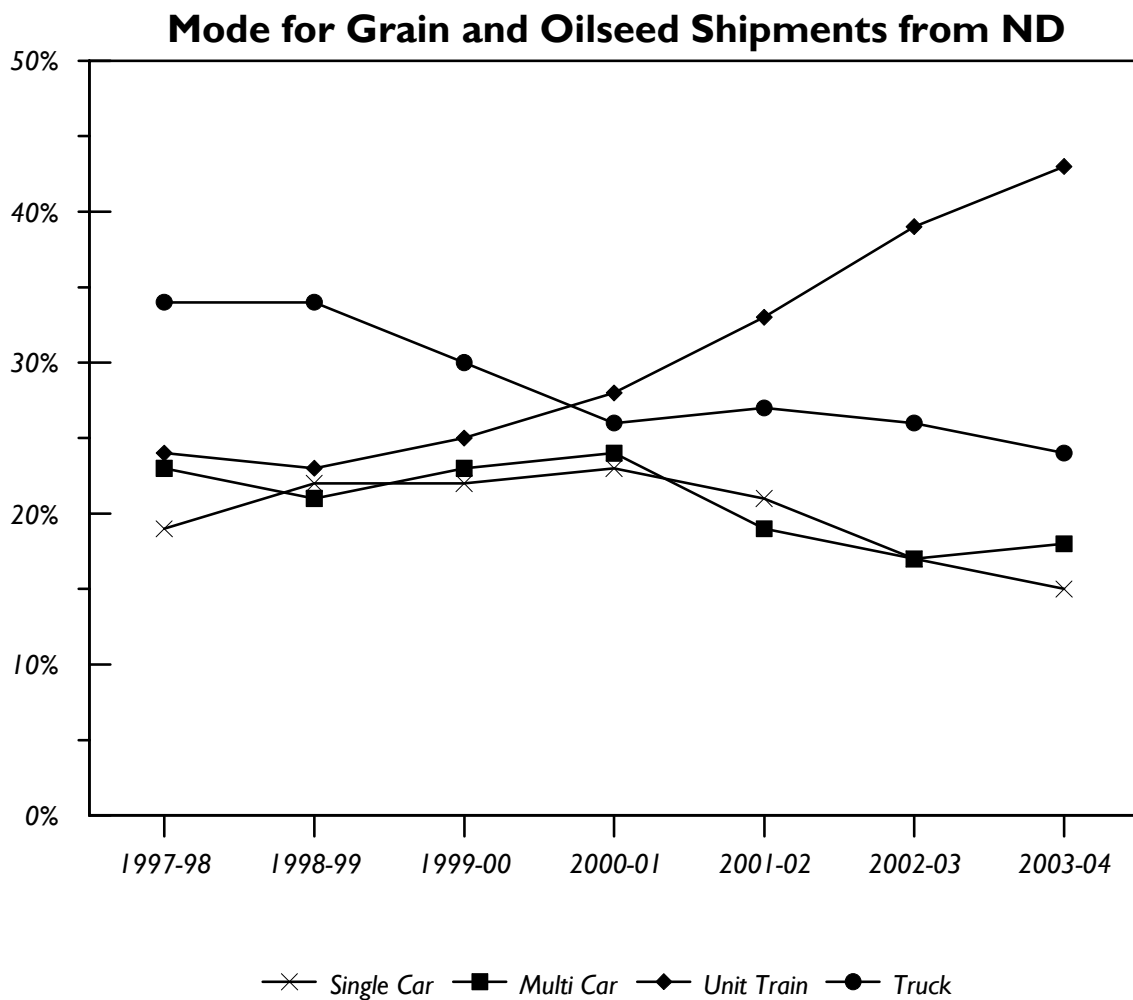
**Destinations for Corn Shipments**





*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
1997-98	87,760 19%	105,800 23%	114,635 24%	154,749 34%	462,945
1998-99	103,902 22%	99,061 21%	106,272 23%	162,723 34%	471,958
1999-00	101,553 22%	110,191 23%	116,461 25%	143,530 30%	471,737
2000-01	122,314 23%	126,861 24%	149,192 28%	139,743 26%	538,110
2001-02	105,449 21%	97,682 20%	163,026 33%	131,812 26%	497,969
2002-03	88,314 17%	86,497 17%	201,327 39%	135,029 26%	511,167
2003-04	90,457 15%	114,113 18%	265,330 43%	148,293 24%	618,193



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

	<u>CRD 1</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	25%	26%	35%	15%	54,183
1998-99	24%	29%	33%	14%	54,675
1999-00	22%	23%	43%	12%	61,527
2000-01	26%	25%	38%	11%	76,136
2001-02	27%	18%	43%	12%	75,680
2002-03	30%	19%	38%	13%	66,422
2003-04	24%	23%	39%	14%	77,316

	<u>CRD 2</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	18%	30%	19%	33%	44,327
1998-99	23%	26%	20%	31%	40,535
1999-00	20%	23%	15%	42%	27,929
2000-01	24%	19%	30%	28%	36,266
2001-02	27%	17%	31%	25%	34,921
2002-03	23%	8%	46%	23%	38,608
2003-04	19%	17%	42%	23%	53,113

	<u>CRD 3</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	20%	19%	25%	35%	96,271
1998-99	26%	17%	16%	41%	92,029
1999-00	25%	23%	16%	35%	93,794
2000-01	27%	22%	20%	32%	96,766
2001-02	25%	19%	17%	39%	80,976
2002-03	16%	3%	32%	35%	98,876
2003-04	15%	15%	37%	32%	126,613

	<u>CRD 4</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	17%	34%	10%	40%	17,456
1998-99	22%	23%	20%	35%	18,863
1999-00	22%	24%	17%	38%	16,338
2000-01	39%	22%	2%	36%	21,227
2001-02	33%	17%	8%	42%	18,295
2002-03	49%	20%	13%	43%	16,634
2003-04	24%	23%	15%	38%	20,327

	<u>CRD 5</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	16%	17%	22%	45%	45,488
1998-99	21%	17%	15%	46%	41,132
1999-00	17%	14%	25%	44%	49,294
2000-01	25%	10%	21%	39%	53,336
2001-02	25%	16%	24%	35%	50,879
2002-03	16%	14%	31%	38%	50,881
2003-04	14%	21%	31%	34%	61,479

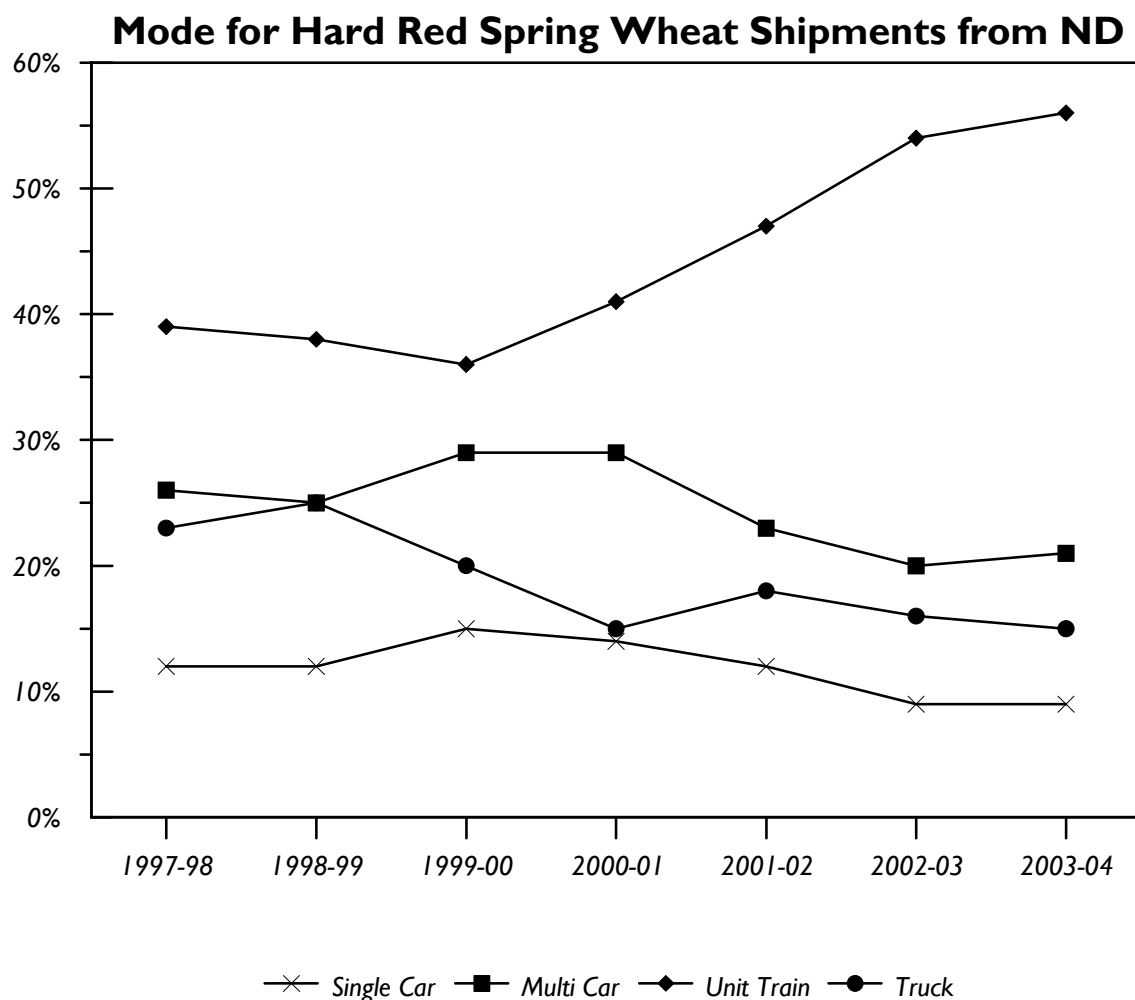
	<u>CRD 6</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	14%	24%	24%	38%	86,969
1998-99	13%	25%	23%	39%	95,954
1999-00	13%	31%	23%	34%	98,723
2000-01	12%	28%	30%	30%	104,415
2001-02	8%	25%	38%	30%	98,730
2002-03	7%	17%	50%	26%	120,036
2003-04	6%	18%	54%	22%	143,523

	<u>CRD 7</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	5%	19%	64%	13%	27,709
1998-99	4%	15%	66%	15%	28,202
1999-00	4%	18%	63%	15%	27,254
2000-01	5%	14%	70%	10%	37,346
2001-02	3%	13%	73%	10%	36,670
2002-03	2%	17%	71%	10%	24,112
2003-04	2%	24%	64%	9%	33,341

	<u>CRD 8</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	13%	20%	7%	61%	10,692
1998-99	12%	17%	15%	56%	12,358
1999-00	17%	8%	22%	53%	13,795
2000-01	10%	8%	21%	44%	17,907
2001-02	7%	2%	40%	50%	16,072
2002-03	5%	4%	47%	44%	10,833
2003-04	5%	4%	49%	42%	15,487

	<u>CRD 9</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
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%	25%	26%	19%	94,188
2002-03	27%	21%	31%	21%	84,763
2003-04	22%	19%	25%	14%	86,994

Mode for Hard Red Spring Wheat Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2002-03	17,876	38,922	105,186	31,478	193,462
	9%	20%	54%	16%	
2003-04	20,966	50,019	136,461	35,962	243,408
	9%	21%	56%	15%	



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

	<u>CRD 1</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	7%	18%	69%	6%	13,701
1998-99	8%	19%	66%	7%	11,384
1999-00	9%	16%	68%	6%	12,268
2000-01	11%	19%	65%	5%	16,171
2001-02	7%	11%	76%	6%	16,831
2002-03	7%	9%	79%	5%	15,740
2003-04	12%	11%	72%	4%	17,820

	<u>CRD 2</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	17%	27%	39%	18%	12,487
1998-99	15%	29%	48%	8%	11,405
1999-00	15%	38%	29%	18%	7,977
2000-01	14%	30%	46%	9%	9,090
2001-02	20%	13%	60%	7%	10,186
2002-03	11%	8%	77%	7%	15,644
2003-04	17%	18%	93%	6%	15,644

	<u>CRD 3</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	11%	26%	32%	31%	37,080
1998-99	14%	21%	26%	39%	35,099
1999-00	13%	32%	29%	26%	44,229
2000-01	14%	31%	32%	23%	46,282
2001-02	13%	28%	25%	33%	39,364
2002-03	7%	22%	47%	24%	54,305
2003-04	7%	19%	49%	25%	70,521

	<u>CRD 4</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	18%	35%	7%	40%	7,718
1998-99	11%	45%	3%	41%	6,594
1999-00	11%	28%	8%	52%	6,636
2000-01	15%	44%	5%	37%	6,301
2001-02	20%	30%	8%	42%	6,716
2002-03	15%	22%	17%	46%	7,501
2003-04	17%	33%	16%	34%	9,017

	<u>CRD 5</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	8%	24%	53%	15%	18,774
1998-99	11%	32%	39%	18%	15,410
1999-00	12%	21%	55%	12%	22,078
2000-01	17%	27%	40%	16%	22,214
2001-02	14%	25%	43%	18%	23,571
2002-03	10%	29%	47%	14%	20,395
2003-04	6%	37%	28%	13%	24,206

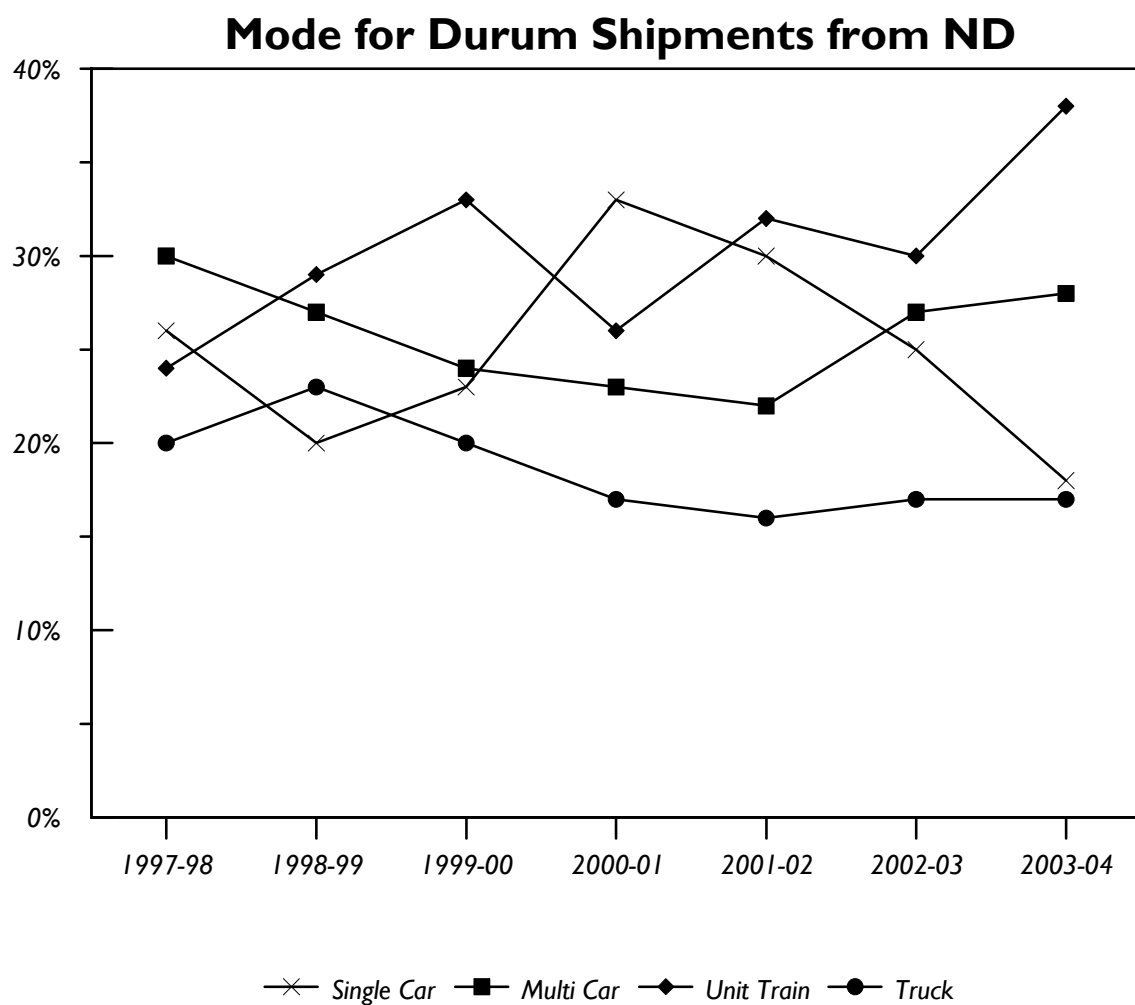
	<u>CRD 6</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	8%	29%	42%	21%	26,858
1998-99	7%	34%	34%	25%	27,539
1999-00	8%	46%	26%	20%	29,400
2000-01	8%	41%	37%	14%	33,091
2001-02	4%	32%	53%	11%	35,475
2002-03	2%	23%	66%	11%	32,285
2003-04	3%	13%	75%	7%	38,292

	<u>CRD 7</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	2%	17%	70%	10%	23,779
1998-99	2%	10%	80%	8%	21,999
1999-00	2%	13%	76%	9%	21,192
2000-01	4%	9%	81%	6%	27,822
2001-02	1%	6%	86%	6%	27,684
2002-03	1%	7%	86%	5%	17,940
2003-04	22%	11%	121%	4%	24,874

	<u>CRD 8</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	13%	22%	8%	58%	9,597
1998-99	10%	22%	19%	49%	9,731
1999-00	15%	9%	29%	47%	10,289
2000-01	7%	10%	52%	31%	12,822
2001-02	6%	3%	55%	36%	11,689
2002-03	3%	5%	58%	34%	8,530
2003-04	4%	4%	63%	29%	12,047

	<u>CRD 9</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
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
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632

Mode for Durum Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	15,070 26%	17,397 30%	13,832 24%	11,250 20%	57,550
1998-99	11,459 20%	15,088 27%	15,871 29%	12,955 23%	55,372
1999-00	14,726 23%	15,244 24%	21,079 33%	13,007 20%	64,056
2000-01	25,104 33%	17,501 23%	20,426 27%	13,994 18%	77,025
2001-02	16,926 28%	13,610 22%	20,504 34%	9,804 16%	60,845
2002-03	11,421 25%	12,313 27%	13,787 30%	7,805 17%	45,327
2003-04	9,498 18%	15,023 28%	20,426 38%	8,999 17%	53,946



## Mode for Durum 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
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%	34,510	2001-02	38%	16%	20%	26%	4,393
2002-03	27%	27%	36%	10%	29,854	2002-03	36%	4%	10%	51%	2,128
2003-04	15%	27%	47%	11%	31,759	2003-04	26%	28%	8%	38%	2,478

<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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%	2,373	2001-02	33%	20%	18%	29%	5,096
2002-03	31%	11%	7%	51%	2,535	2002-03	23%	29%	22%	26%	3,752
2003-04	43%	20%	4%	33%	4,187	2003-04	19%	26%	30%	25%	5,305

<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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%	2,600	2001-02	20%	52%	0%	28%	752
2002-03	52%	0%	0%	48%	1,444	2002-03	8%	63%	0%	29%	160
2003-04	41%	22%	0%	37%	2,390	2003-04	41%	0%	0%	59%	272

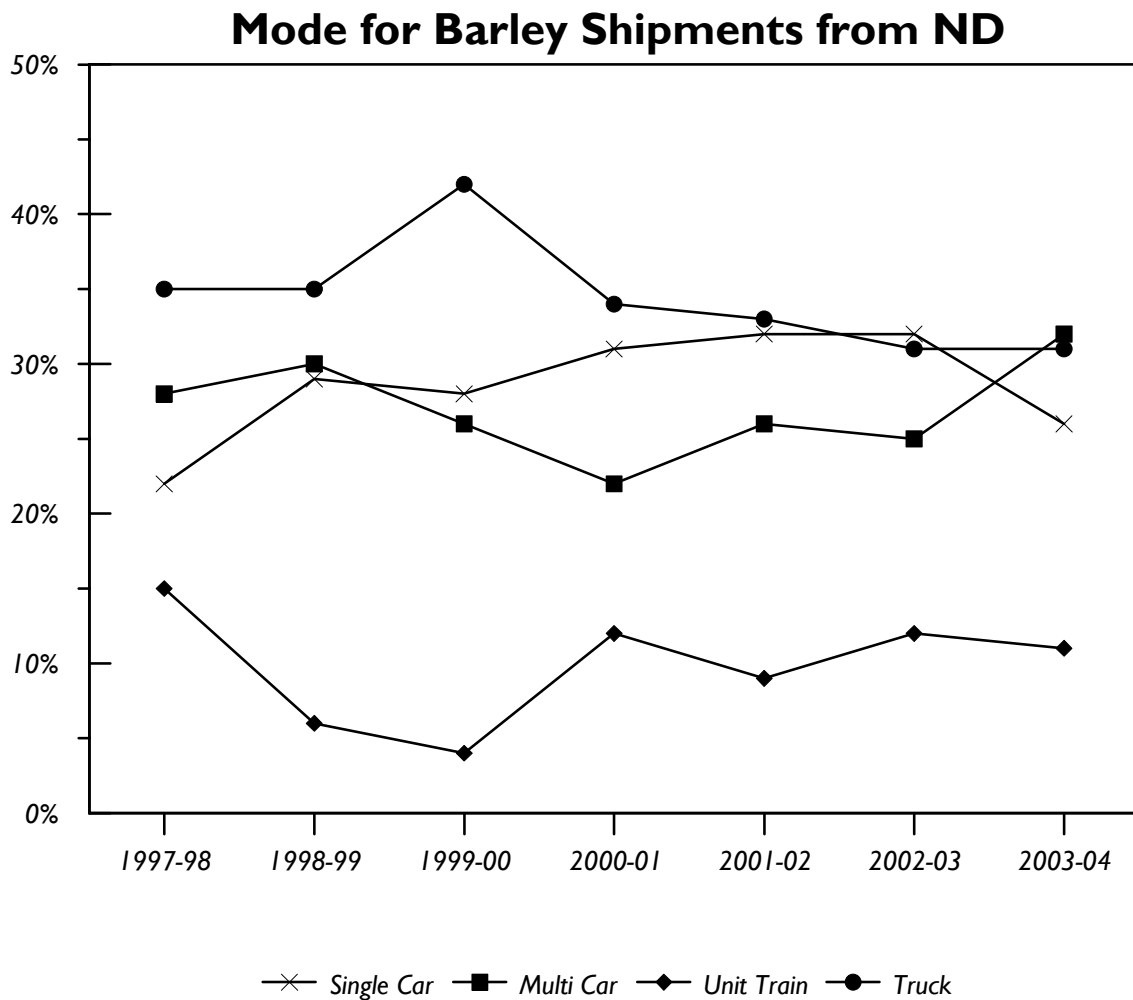
<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	22%	32%	25%	21%	3,469	1997-98	22%	0%	0%	77%	137
1998-99	15%	40%	25%	20%	4,853	1998-99	21%	0%	0%	79%	285
1999-00	7%	47%	26%	20%	4,321	1999-00	72%	0%	0%	28%	352
2000-01	7%	37%	48%	9%	7,601	2000-01	55%	15%	0%	30%	514
2001-02	7%	46%	43%	5%	6,910	2001-02	33%	0%	0%	67%	349
2002-03	0%	54%	33%	13%	5,216	2002-03	62%	0%	0%	38%	110
2003-04	1%	42%	49%	9%	7,099	2003-04	0%	0%	0%	100%	185

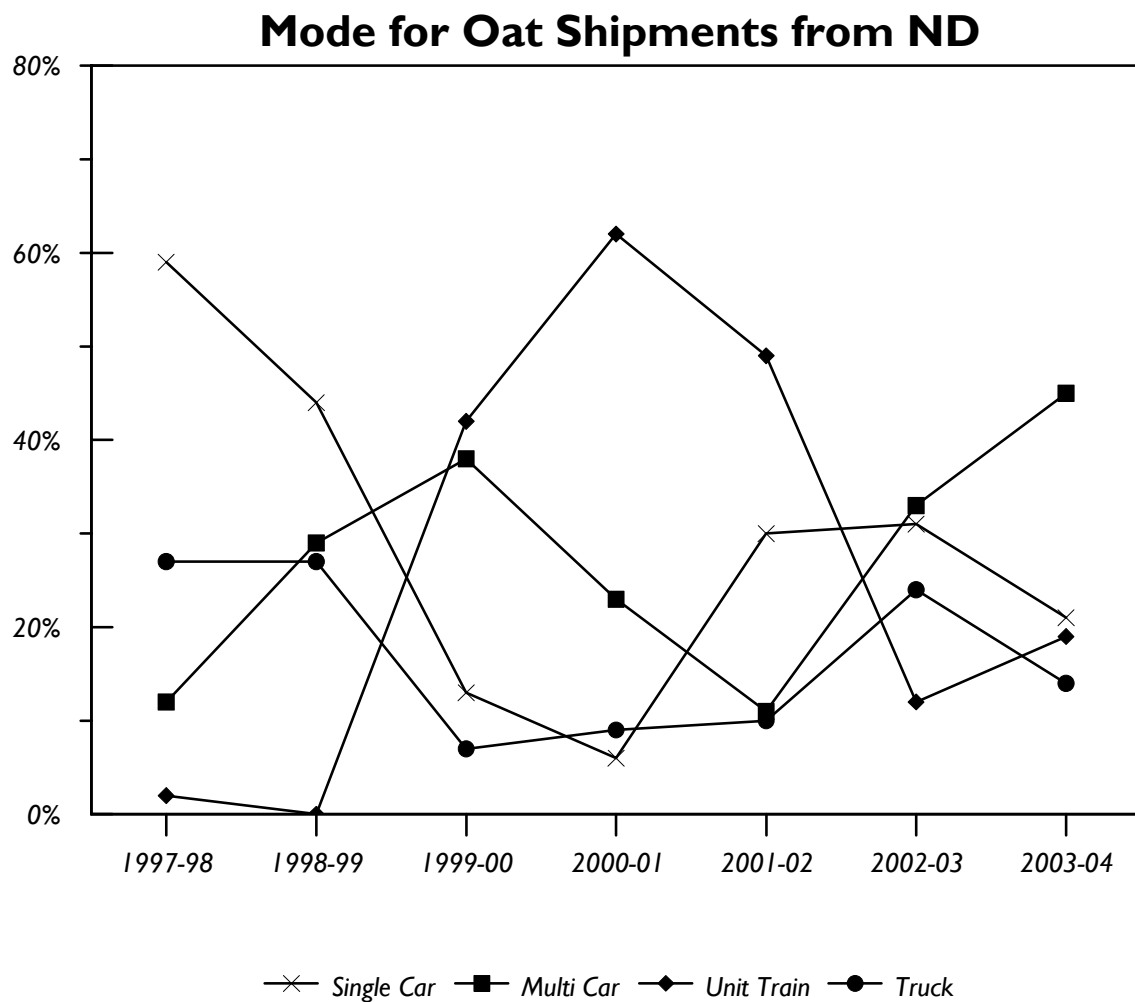
<u>CRD 9</u>					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	82%	0%	2%	16%	429
1998-99	48%	20%	0%	32%	414
1999-00	64%	1%	0%	35%	844
2000-01	66%	0%	0%	34%	687
2001-02	80%	0%	0%	20%	380
2002-03	59%	0%	0%	42%	110
2003-04	60%	0%	0%	40%	271



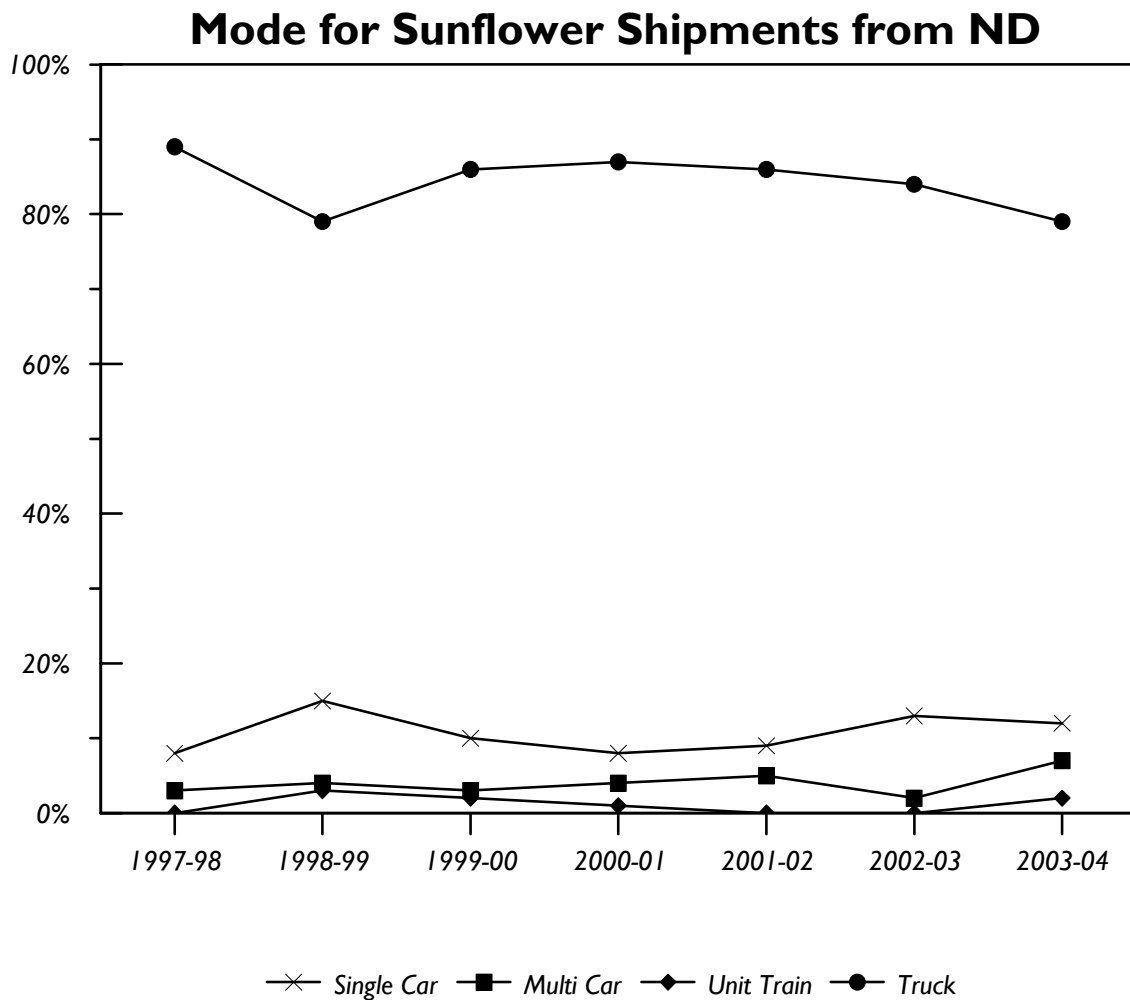
Mode for Barley Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	20,614 22%	26,433 28%	13,978 15%	32,978 35%	94,005
1998-99	25,941 29%	27,121 30%	6,184 6%	31,646 35%	90,892
1999-00	21,095 28%	19,317 26%	2,862 4%	30,868 42%	74,142
2000-01	26,692 32%	18,483 22%	10,238 12%	29,118 34%	84,531
2001-02	21,692 32%	17,534 26%	6,391 9%	22,376 33%	67,994
2002-03	19,597 32%	15,221 25%	7,319 12%	19,348 31%	61,485
2003-04	21,165 26%	26,017 32%	8,572 11%	25,014 31%	80,768



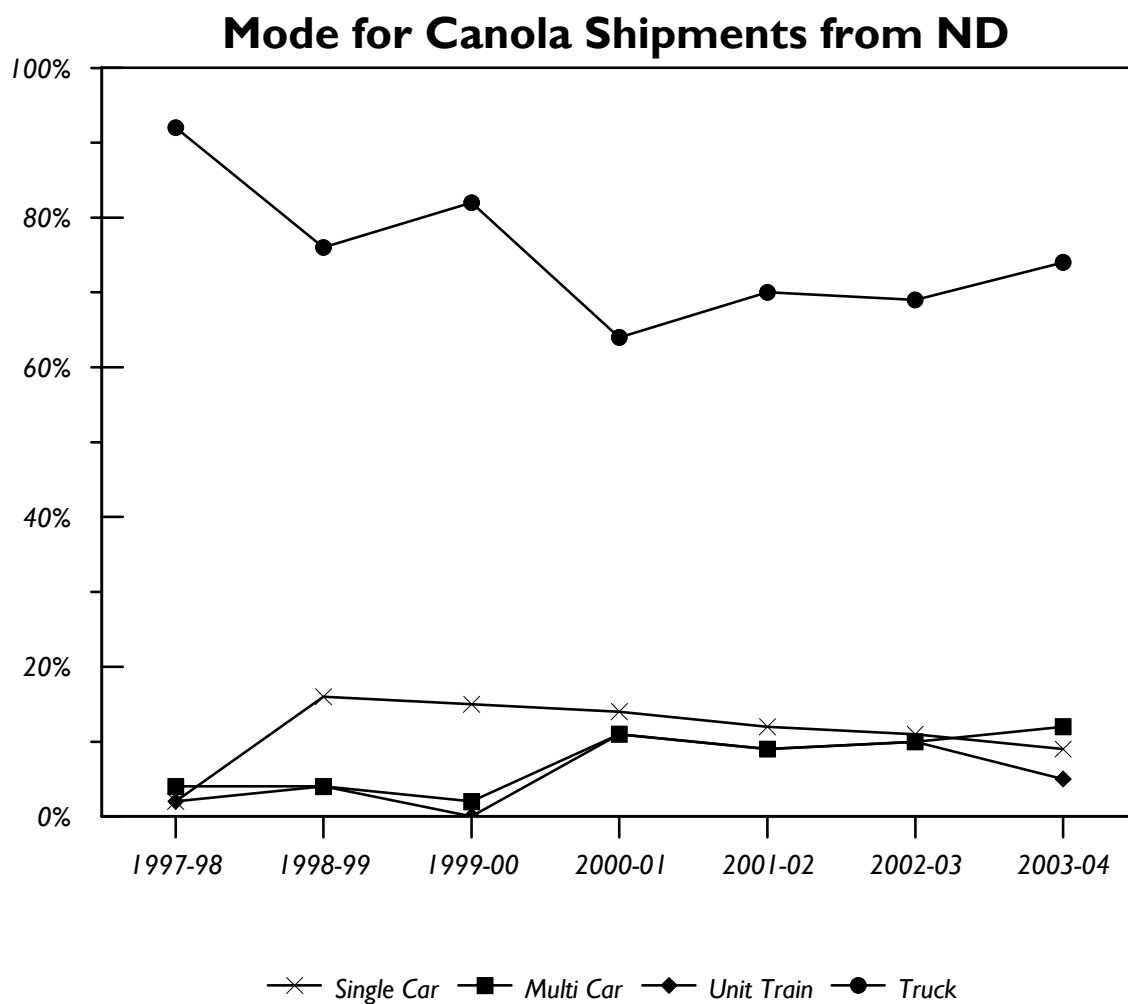
Mode for Oat Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	1,834	369	55	869	3,128
	59%	12%	2%	27%	
1998-99	1,001	655	0	617	2,273
	44%	29%	0%	27%	
1999-00	638	1,930	2,092	374	5,034
	13%	38%	42%	7%	
2000-01	226	944	2,482	378	4,031
	6%	23%	62%	9%	
2001-02	1,872	669	3,108	650	6,299
	30%	11%	49%	10%	
2002-03	1,132	1,212	428	883	3,655
	31%	33%	12%	24%	
2003-04	1,164	2,483	1,064	777	5,487
	21%	45%	19%	14%	



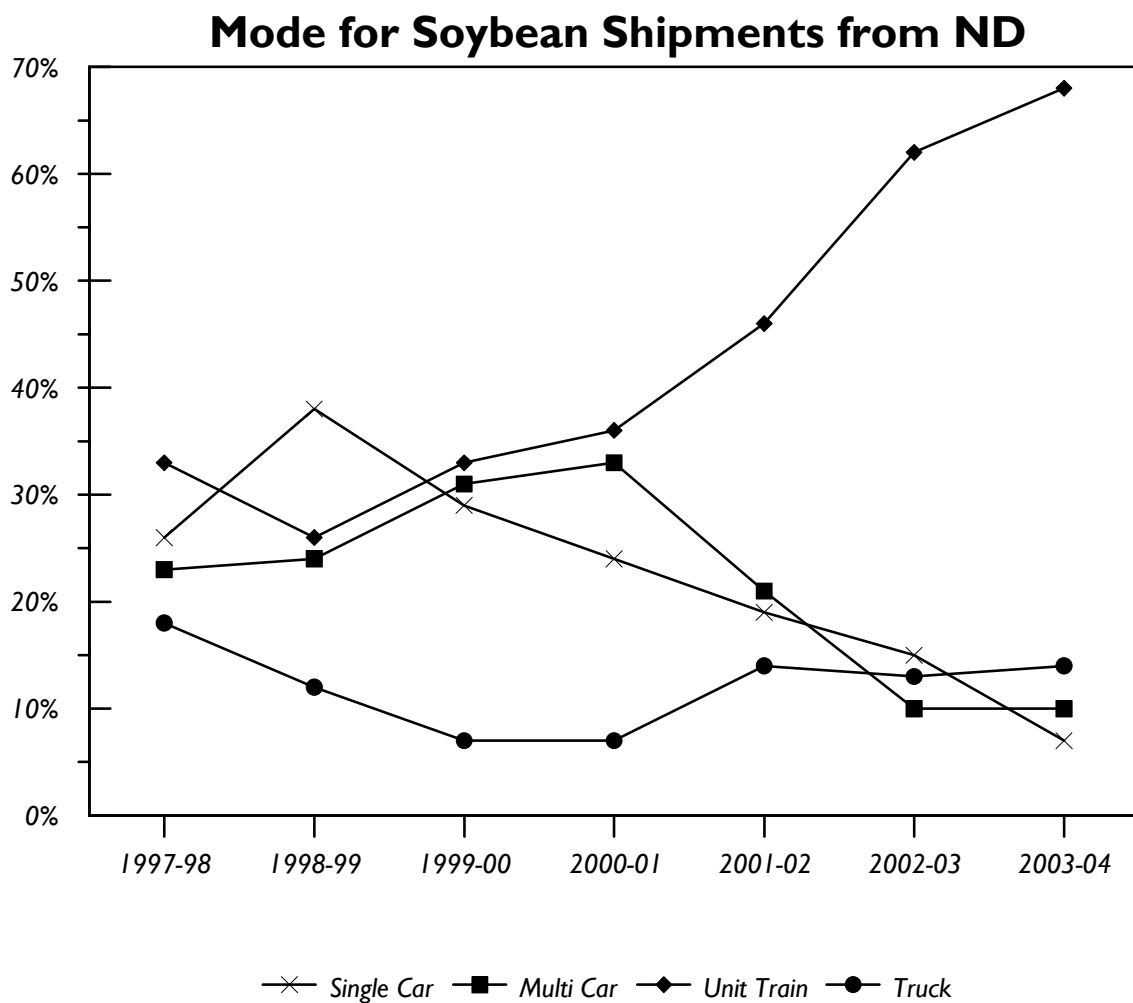
Mode for Sunflower Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	1,151	375	67	12,345	13,940
	8%	3%	0%	89%	
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,123	353	196	10,100	11,773
	10%	3%	2%	86%	
2000-01	820	394	156	9,323	10,693
	8%	4%	1%	87%	
2001-02	825	450	0	8,891	10,433
	8%	4%	0%	85%	
2002-03	1,220	213	5	7,717	9,155
	13%	2%	0%	84%	
2003-04	1,275	798	165	8,635	10,873
	12%	7%	2%	79%	



Mode for Canola Shipments from ND (1,000 cwt)					
	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%	
2002-03	923	833	812	5,882	8,450
	11%	10%	10%	69%	
2003-04	783	1,069	469	6,716	9,038
	9%	12%	5%	74%	



Mode for Soybean Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	6,664 26%	6,020 23%	8,136 33%	4,402 18%	25,223
1998-99	10,992 38%	7,132 24%	7,827 26%	3,576 12%	29,526
1999-00	12,407 29%	13,287 31%	13,975 33%	2,999 7%	42,668
2000-01	12,494 25%	16,170 33%	17,357 35%	3,596 7%	49,617
2001-02	11,803 20%	12,217 20%	27,914 46%	8,219 14%	60,153
2002-03	12,811 15%	8,097 10%	50,934 62%	10,942 13%	82,784
2003-04	6,169 7%	8,907 10%	59,646 68%	12,539 14%	87,260



Mode for Corn Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	8,577 30%	6,254 22%	7,844 27%	5,966 21%	28,642
1998-99	11,251 31%	3,493 9%	11,561 33%	9,580 27%	35,886
1999-00	11,014 29%	6,872 18%	11,906 31%	8,734 23%	38,525
2000-01	13,125 26%	11,242 22%	14,033 27%	12,730 25%	51,130
2001-02	11,318 25%	6,232 14%	13,038 28%	15,492 34%	46,079
2002-03	7,623 13%	7,638 13%	22,423 37%	22,462 37%	60,147
2003-04	10,145 14%	6,421 9%	38,065 51%	19,350 26%	73,981

